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# The China Mail

ESTABLISHED 1846

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½.

No. 27,708 HONG KONG, THURSDAY, JANUARY 29, 1931. PRICE \$3.00 Per Month.

## ELLIS KADOORIE SCHOOL.

### Introduction of New Head Master.

#### DISTRIBUTION OF PRIZES.

The Great Hall of the Ellis Kadoorie School was crowded with pupils this morning assembled for the annual prize-giving. Among those on the platform were Mr. G. P. de Martin, M.B.E., B.A., Director of Education, Mr. W. Kay, M.A., head master, Mr. A. T. Hamilton and Mrs. Hamilton, Mr. F. J. de Rome, M.B.E., and the Rev. G. T. Waldegrave, M.A.

After reading the report, Mr. Kay introduced Mr. Hamilton as the new head master and called upon Mrs. Hamilton to present the prizes.

**Mr. de Martin's Address.**

Mr. de Martin then addressed the pupils as follows:

I want to say a few words to the boys. I will tell you first in English, then Mr. Lau is kindly going to repeat my words in Chinese so that the small boys will understand as well as the big boys. And I want you to tell your parents when you go home for the holidays. When you come here to Class 8, you begin English and go on learning Chinese. You cannot come in to Class 8 if you are too old. But a maximum is not a minimum. You may come at 12. You may come at 11. You may come at 10 if you can pass the Chinese Entrance Examination. You begin to learn English which is a new language. It is easier to begin a new language if you are younger. Suppose there are two boys aged 10 and one comes to Class 8 but the other waits till he is 12, what happens? The early boy gets start of 2 years. He is in Class 6 when the other boy enters Class 8. He leaves school 2 years before; goes into business or enters the University 2 years before; earns his own living and relieves his parents two years before. He is two years ahead all his life. Try to pass the entrance examination early. If you do so, and fail, it does not matter because you can try again. But if you fail at 12, you cannot try again in this school. Good schools do not want old boys beginning to learn a new language too late. I expect many of you have little brothers. I am telling you this for their sakes.

In concluding Mr. de Martin thanked Mrs. Hamilton for coming to present the prizes.

Relying on behalf of his wife Mr. Hamilton said that she felt greatly honoured, particularly so because it gave her such a pleasant introduction to the pupils and school, with which she soon hoped to become better acquainted.

#### Appeal to Scouts.

The Rev. G. T. Waldegrave spoke to the pupils on behalf of the Boy Scout movement. He said that when H.R.H. the Prince of Wales came to Hong Kong in 1922 he inspected the Boy Scouts at Government House and commented particularly on the smart appearance of the 6th Hong Kong Troop, the Ellis Kadoorie Scouts.

This troop was the oldest troop of Chinese Boy Scouts in the Colony, and in 1928 they won the Prince of Wales Banner, thus proving that they were also the smartest.

But that was seven years ago and it was no use living on the reputation of those boys who had already left the troop.

This year they did not shine in the Prince of Wales Banner competition; in fact, they were very low down.

He would like to see more hikes and rambles and also to see the troop win the Banner again.

More enthusiastic recruits were needed—boys who were determined to pass their badge tests.

The Scout movement was world wide, and any Hong Kong Scout who travelled abroad was always assured of a welcome from Scouts in other lands.

He added that now was the time to join as Mr. Mok Ying-kwai had promised to become President of the Ellis Kadoorie troop.

In concluding, he thanked the head masters, past and present, for the help they had extended to the movement during the tenure of their office, and appealed to the Scoutmasters to throw all their energy into making the troop not only the oldest, but the most efficient, in the Colony.

Three cheers were then given

## S. AFRICA OPPOSES SILVER SCHEME.

### Union Sacrificed to An Experiment.

#### BENEFIT TO AMERICA.

Johannesburg, Yesterday. Mr. J. F. Darling's proposal for the rehabilitation of silver has naturally interested the Rand. Dr. Samuel Evans, a distinguished economist and chairman of the Crown Mines, says that the scheme is impracticable, as it means so far as the Union is concerned that the people of South Africa must be sacrificed so that an experiment may be made to overcome the world economic crisis and, more particularly, benefit the people of India and China. The gain from such experiment would accrue mainly to producers of silver in North and South America.—Reuter.

An earlier message stated:—Mr. J. F. Darling, a Director of the Midland Bank, at a "rehabilitation of silver" luncheon of the Royal Empire Society, said the cause of the present unexampled world economic crisis was purely artificial—namely, the unprecedented discrepancy between the relative value of gold and silver. The remedy was to restore equilibrium by raising the price of grotesquely undervalued silver, by backing it with gold. "Unless we can raise the standard of Asia, the East will inevitably drag our standard of living down. The most effective way to raise the standard of the East is to restore silver to its rightful, time-honoured position as a co-equal of gold, at a given ratio, in the money of the world." He concluded by saying that this restoration could only be effected by the nations of the world agreeing to issue their currency notes against both gold and silver, at a given ratio. He urged the British Empire to take the lead in this matter.]

for the head master, Mrs. Hamilton, and the School, after which Mrs. Hamilton was presented with a basket of flowers.

#### ANNUAL REPORT.

The outstanding School event during 1930 was the promotion of Mr. de Rome to the headship of Queen's College. Mr. de Rome, who had been head master here for five years, was transferred on March 17, and the conscientious, thorough, and constructive work done by him since 1925 made the taking over of my duties here a pleasant task.

The maximum enrolment for the year was 459, and the average daily attendance 430, or 49 more than the average daily attendance for 1929 when we had the same number of classes. This large increase, I am pleased to say, was due to fewer boys leaving during the year.

The discipline of the School was good and the high daily attendance shows that the pupils enjoyed excellent health. But, what is, even more important and gratifying, is that there was very little sickness among the masters, and for this happy state of affairs I credit two things, viz., that we had Summer hours (8 a.m.-1 p.m.) from May 1, to September 30, and that the Chinese masters have taken keenly to tennis and badminton. Nowadays we hear and read a great deal (too much, some people say) about sport for school boys but seldom indeed do we hear about games for masters. A school to be run successfully must have a healthy, an alert, an enthusiastic, and a united staff, and I feel certain that the playing of the above-mentioned games on these premises, by the majority of our masters is helping to produce such a staff here.

In December 79 per cent. of the class 4 boys passed into Queen's College and King's College, a percentage I consider satisfactory. In the other classes the percentage of passes was 92.

The History Room with its splendid collection of maps, charts, and pictures was well used and proved so popular and educational that a start has been made to equip a geography room on similar lines. During the hot months the boys went to Kennedy Town, Bathing Beach (three or four classes each forenoon at 11.30), and many learned to swim. Excursions were made to Cheung Chau and Shing Mun, and Mr. Evans took the senior boys to the Peak.

(Continued on Page 5.)

## PIRACY SUSPECTS IN COURT.

### Commander Tells Story of Arrests.

#### NO ARMS FOUND.

The hearing of the case in which 12 men, comprising the crews of two junks, are charged with an act of piracy on junk 960-V, off Pedro Blanco, was continued before Mr. R. E. Lindsell at the Central Magistracy this morning.

The case for the Crown is being conducted by Mr. Somerset Fitzroy, whilst all accused are being defended by Mr. Hin-shing Lo instructed by Messrs. Wilkinson & Grist.

#### Result of Search.

Giving evidence, Chief Petty Officer R. W. Cowley, of H.M.S. Somme, said that on January 4 the destroyer was at sea and came up to the s.s. Hang Sang with three junks, one being larger than the other two. Both crews from the smaller junks were taken on board the Somme, the first six being put on the No. 2 Gun Platform, whilst the rest were put on the No. 3 Gun Platform, which was aft. He did not search the men, but on searching the crafts found nothing of any incriminating nature, and no arms. He found a fishing net on one of the smaller junks, but did not notice whether it was wet or dry at the time. He did not notice any nets in the other craft.

In cross-examination by Mr. Lo, witness said that he did not see any fishing nets being thrown into the sea. In fact, he saw nothing whatever being thrown in.

Mr. Lo: What time did you actually get to the scene?

Witness: As near as I could say, it was in the vicinity of three o'clock.

#### Commander's Evidence.

Lieutenant-Commander Phillip Norman Walter, R.N., commanding H.M.S. Somme, then gave evidence. He said: "On January 4 in response to a message we proceeded to sea and we found the Hang Sang and the Soochow with three junks, about five miles from Pedro Blanco. I arrived there at 2.40 p.m. Close by the s.s. Soochow was a junk, and close by the s.s. Hang Sang were two junks, one of which was bigger than the other. I steamed close alongside the s.s. Hang Sang, and communicated by semaphore in order to find out which junk was the complainant's junk, and which junks were the alleged pirates' junk. The s.s. Hang Sang and the s.s. Soochow were about a quarter of a mile apart, roughly.

#### Ordered Aboard.

"While I was communicating with the s.s. Hang Sang two of the three junks came alongside me of their own accord. The first one came from the direction of the Hang Sang and was the first to arrive and she went alongside my port side and the junk from the Soochow was alongside me starboard. In each case, the crews of the two junks were ordered to come on board, and did so without any resistance.

Both crews were searched by my orders. The Soochow left the scene of operations about five minutes after my arrival and I never had any opportunity to communicate with her. Meanwhile, the complainant's junk went alongside the s.s. Hang Sang when she embarked. The first officer of the Hang Sang (Mr. Moodie) and the ship's companion, then came alongside the Somme, and I interviewed Mr. Moodie and also the master of the complainant's junk."

"From the evidence which was given me by Mr. Moodie, I decided to arrest the men of the junks.

I thought it was a reasonable case against the two junks, and I asked permission by wireless to bring them in. We came into Hong Kong with the three junks. I kept the two smaller junks under my guard the whole night, and the next morning handed them over to the Police.

Replying to Counsel for the defence, witness said that he received the message from the Commodore in Hong Kong at 1.52. He was fairly familiar with that part of the seas, and had often seen fishing junks round about there, but not on the day in question. He saw no junks for about five or six hours.

In answer to further questions, Commander Walter said that he decided to arrest the twelve men at his own discretion and not as per-

## H.M.S. LUCIA MUTINY

### OFFICERS PLACED ON HALF PAY.

#### "LACK OF TACT"

### SENTENCES ON MEN REDUCED.

#### Rugby, Yesterday.

The First Lord of the Admiralty, Mr. W. Alexander, in the House of Commons, regarding the recent incidents on the Submarine Depot Ship Lucia, said that the Board of Admiralty, after studying the minutes of the subsequent Court of Inquiry, concluded that the conditions of contentment in the ship's company and sympa-

tic result.

Majority ... 27

Another Rejection.

The House subsequently re-

jected a motion by Mr. Stanley Baldwin that the Bill should be

considered by a committee of the whole House.

The division resulted:

Against ..... 277

For ..... 250

Majority ..... 27

Another Rejection.

The House subsequently re-

jected a motion by Mr. Stanley Baldwin that the Bill should be

considered by a committee of the whole House.

The division resulted:

Against ..... 306

For ..... 244

Majority ..... 62

The Bill, therefore, goes to a

small standing committee.

Liberals, the great majority of

whom abstained from voting in

the first division, supported the

Government in the second divi-

sion. The Government's majority in

the first division was

larger than was expected. The

result was received with loud

Ministerial cheers and the waving of handkerchiefs.—Reuter.

Churchill's Attack.

Rugby, Yesterday.

When the debate on the second

reading of the Trades Dispute

and Trades Unions Amendment

Bill was resumed in the House of

Commons this evening Mr.

Winston Churchill vigorously at-

tacked the measure. He defend-

ed the Act of 1927 passed by the

Conservative Government which

he contended, still had the over-

whelming approval of the mass of

the nation. The proposed mea-

sure he described as bad for the

country, bad for industry and

not really in the best interests of

the Trades Unions.

However, although he asked his

supposed provocations, the refusal

of duty could only be treated

gravely in a Service whose whole

existence and purpose depended

on obedience to orders.

Sentences Reduced.

The Board had decided to re-

duce the sentences by substitut-

ing detention in two cases where

imprisonment with hard labour

had been awarded by the Court

of inquiry and by reducing the

period of detention by one-third

in all four cases, with a corre-

sponding reduction of summary

punishments. The officers refer-

red to would have their appoint-



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## ROUND THE CINEMAS

"THUNDERBOLT" — SUCCESSOR  
TO "UNDERWORLD."

IN SING SING.

A new, different, tremendously important all-talking picture opened in the Central Theatre last night. It is George Bancroft's great successor to "Underworld" — "Thunderbolt."

First night audiences were thrilled as they have seldom been thrilled by any moving picture before as the dramatic sequences of "Thunderbolt" took them from the heart of throbbing Harlem, New York's great Negro metropolis, to the awe-inspiring setting of Sing Sing's Condemned Row; through the night club of New York's "black belt" to "Little Green Door" where society claims its penalty for crime.

Josef von Sternberg, maker of "Underworld," directed "Thunderbolt," which accounts for its gripping reproduction of contemporary life. Its events are the episodes which the newspapers blazon forth every day; its episodes are the intimate details behind the curtain of these gripping events; its chief character is a mighty king of the lawless land which continually threatens law-abiding society.

"Thunderbolt" has done a great piece of work, greater than he offered in "Underworld" because, in "Thunderbolt" he talks. Likeable Richard Arlen and lovely Fay Wray have the supporting leads, and a brilliant cast of character actors carry the true-to-life roles.

"Thunderbolt" is a new picture ... one that takes a new lead in motion picture excellence. It is entertaining, revealing, and wholly interesting.

"HER PRIVATE LIFE."

First National's all-talking film "Her Private Life" now being screened in the Majestic Theatre, is a diversion from the ordinary picture, but instead deals with Britain's aristocracy. It is a fine production, with a splendidly selected cast.

The players are Lady Helen Hayden (Billie Dove), Ned Sayer (Walter Pidgeon), Sir Bruce Hayden (Montague Love), Sir Emmett Willdering (Brandon Hurst), Lady Willdering (Mary Forbes), the Hon. Harry Charters (Roland Young), Rudolph Solomon (Holmes Herbert), Mrs. Leslie (Thelma Todd), and Timmins (Zasu Pitts).

The story opens in the ancestral home of Sir Bruce and Lady Hayden in Staffordshire, where they have a fox-hunt, and many guests are invited. Though married to Sir Bruce, Lady Helen falls for an American guest, Ned Sayer, whom Sir Bruce dislikes, and, at dinner denounces Sayer as a card cheater.

Through the subsequent scenes, we see that Lady Helen is granted a decree nisi, and she leaves home for New York, where her living is met by pawning pearls. However, her beauty attracts Rudolph Solomon, a rich jewellery magnate, who is sympathetic with "Lady Helen," and offers marriage. She is reluctant, and through moments of despair she leaves the hotel door and is knocked down by a passing vehicle. Lady Helen is not badly injured, and is carried in to a sofa, where her past lover, Ned Sayer, meets her face to face, and so—it ends.

The talking on the whole is very clear.

"MAN TROUBLE."

More than 100 fashionably grown women appear as guests in the night club scenes of "Man Trouble," the Fox Movietone all talking drama which opens its engagement to-day in the Queen's Theatre. The gowns which they wear are the latest creations of Hollywood's most famed designer, and have already been copied by many smart and exclusive modistes.

During these delightful sequences Dorothy Mackall and Sharon Lynn, who enact the featured feminine roles, each sing two songs, composed especially for the picture and for these two artistes by James Hanley and Joseph MacCarthy.

Milton Sills and Kenneth MacKenna play the leading masculine parts, with the supporting cast including such screen notables as Roscoe Karns, Oscar Apfel, James Bradbury, Jun., Lew Harvey, Edith Chapman, and Harvey Clark.

Berthold Viertel, noted European director, transferred the picture to the all-talking screen after George Manker Watters and Marion Orth had adapted the story and Watters and Edwin Burke had written the dialogue.

The adaptation was made from Ben Ames Williams's "A Very Practical Joke," a widely read magazine story. It deals with the love of two men for one woman, and the struggle does not end until the hand of fate reaches out and per-

## THE PEKING MAN.

ABOUT 1,000,000 YEARS OLD.

SCIENTIFIC INTEREST.

The following extract from the London Daily Mail is of particular interest in view of Professor J. L. Shellshears's Rotarians last week:

Has Darwin's theory of evolution been borne out by the discovery near Peking of the fossilized skull of the "Peking Man," estimated to be about one million years old? It has, in the opinion of one great scientist who discussed the matter with a Daily Mail reporter.

Intense interest was aroused in scientific circles recently by the statement by Dr. G. Elliot Smith, Professor of Anatomy at London University, who has returned to Britain from the scene of the discovery—a cave at Chou Kou-tien, near Peking. Dr. Elliot Smith believes that the skull "represents the most primitive type of human being ever discovered" and that it provides evidence for linking together two types of prehistoric man—the Java ape-man and the Piltdown (Sussex) man—which have hitherto been considered as almost irreconcilable.

Darwin Borne Out.

Sir Arthur Smith Woodward, the scientist who co-operated in the discovery of the Piltdown skull in 1912, told a Daily Mail reporter:

To my mind, the most important point in the discovery is that it bears out Darwin's theory of man's evolution from the ape in every respect. In the case of the Java skull, only a fragment was found, and similarly, the Sussex skull was incomplete. Here, however, is an entire fossilized skull, which bears a close resemblance to that of an ape, and is yet a true man's skull.

It is an extremely important link between man and ape, and yet shows a distinct lapse between the two. It is impossible actually to gauge these discoveries in years, but this skull is said to be about 1,000,000 years old. It shows that man was established for a considerably greater period than this, and points to three distinct types of man existing at this time as far apart as Peking, Java, and Sussex. Although it is a remarkable step forward, more discoveries will have to be made before we can bridge the gulf between man and ape.

Professor J. L. Myres, president of the Royal Anthropological Institute of Great Britain and Ireland, described the discovery as of paramount importance.

FRANCE'S EXECUTIONER.

Present Holder Of Office To Retire.

When the occupant of an official position in France retires he is usually given the title of honorary holder of the office, and it is in this sense that Monsieur Anatole Deibler will shortly become "Honorary Executioner to the French Republic."

It is announced that he is going out of business, and that he is already building the villa in Paris in which he proposes to spend his later years. However, it appears that the appointment, which carries a salary of £150 a year, and £20 for expenses and assistants, will not go out of the family, for it is said that a nephew of Deibler, whose name is Andre Auprecht, will in future be in command of the guillotine.

Executions in France are still nominally public, and held in open squares in front of prisons, although spectators are in fact kept at a distance by troops and by the early hour which is chosen, so that these events are no longer the spectacular displays which they remained almost until 1914.

mits great love to win over menacing influences.

"ROMANCE."

Greta Garbo is about the last person in the world whom you would expect to find shouting from house tops.

Yet that is exactly what the Swedish star had to do in one of the Metro-Goldwyn-Mayer starring vehicles which is showing on Sunday in the Queen's Theatre.

In the scene Miss Garbo had to appear at a window on the top floor of an hotel building and shout down to Gavin Gordon on the street below. A hydraulic camera and microphone elevator were used by Clarence Brown, director, to screen the scene in continuous action.

Lewis Stone heads the supporting cast in the picturisation of the famous Edward Sheldon stage play in which Doris Keane triumphed for six years. Others featured are Florence Lake, Clara Blandick, Mathilde Compton, Henry Armetta, Elliott Nugent, and Countess Nina de Liguoro.

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LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
KASHIMA MARU	Saturday, 7th February.
YASUKUNI MARU	Saturday, 21st February.
SYDNEY & MELBOURNE via Manila & Ports.	
KITANO MARU	Thursday, 19th February.
BOMBAY via Singapore, Penang, & Colombo.	
+YAMAGATA MARU	Saturday, 31st January.
IVC MARU	Tuesday, 10th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
GINYO MARU	Sunday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Thursday, 28th February.
NEW YORK, BOSTON via Panama.	
+ATAGO MARU	Friday, 6th February.
+TAKETOYU MARU	Sunday, 1st March.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
+DELAGOA MARU	Sunday, 18th February.
CALCUTTA via Singapore, Panang & Rangoon.	
+NAGATO MARU	Saturday, 7th February.
+BENGAL MARU	Sunday, 15th February.
SHANGHAI, KOBE & YOKOHAMA.	
+MORIOKA MARU	Thursday, 5th February.
SUWA MARU	Saturday, 7th February.
ATSUTA MARU (Nagasaki direct)	Thursday, 10th February.
FUSHIMI MARU	Saturday, 21st February.

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**O. S. K.**

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon.	9th Feb.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban, Cape town.	La Plata Maru	Fri.	6th Feb.
KARACHI & BOMBAY via Singapore & Colombo.	Shunko Maru	Wed.	4th Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DAR ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Chicago Maru	Thurs.	5th Feb.
AUSTRALIA AND NEW ZEALAND via Manila ... CALCUTTA via Singapore & Rangoon.	Melbourne Maru	Wed.	4th Feb.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Seattle Maru	Mon.	2nd Feb.
NEW YORK via Japan ports, Las Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Arabia Maru (from Shanghai)	Sat.	21st Feb.
JAPAN PORTS (Freight Service).	Sanyo Maru	Fri.	6th Feb.
HAI PHONG via Holloway & Pakho (Forthnightly).	Nitto Maru	Sun.	1st Feb.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Menado Maru	Thurs.	5th Feb.
TAKAO via Swatow & Amoy (Forthnightly).	Canton Maru	Sun.	1st Feb.
For further particulars please apply to:	Deli Maru	Thurs.	12th Feb.

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MYSTERY FLARES IN  
A STORM.

CHINESE COMPANIES

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LINER.

LIFEBOAT OUT, BUT NO  
SHIP FOUND.

NANKING FORBIDS USE OF  
FOREIGN FLAGS.

FORMER BRITISH VESSEL  
FOR THE SCRAP YARD.

Shoreham (Sussex), Dec. 18. Shoreham lifeboat put out in a storm early to-day in response to distress flares that had been seen about two miles from the shore.

Powerful searchlights were used to sweep the sea and pierce the drizzle that hung like a mist over the water, but no boat in distress could be found.

At dawn a sort of roll-call was made among the fisher-folk of Shoreham, and it was found that all the boats that put to sea last night had returned safely to harbour.

Coastguards searched the beach, but found no wreckage.

The flares were first seen at 1.30 a.m. and they burned for at least half an hour.

Two Theories.

Two theories are now advanced to explain them:

(1) That fishermen from some neighbouring town found themselves in distress in the storm and set alight to their clothing to draw attention to their plight.

(2) That a motor-boat seen in the district last night caught fire and was burned out.

Edward Laker, who was fishing a mile from the harbour when the storm broke, saw the distress signals as he returned to the beach. He informed the coastguards, and maroons were at once fired.

Edward Laker's brother Frederick, who was in another boat, had also seen the flares.

Red and White.

"They burned brilliantly, red and white," he told me.

"I tried to turn my fishing boat, but the tide was against me. I had to come to shore and take my place in the lifeboat crew."

Coastguardsman Sydney Rouse said: "It looks as though the motor-boat which was seen earlier caught fire. The boat may have been burned and the people drowned."

"On the other hand, the boat that sent up the distress signals may have got out of trouble and made off quickly."

TIMBER SHIP IN A  
GALE.

CARGO JETTISONED FOR  
SHIP'S SAFETY.

ARRIVALS OF SHIPS:

Tuesday, Jan. 27. Kuramasa Maru, Japanese str., 1,181 tons, Capt. G. Takao, from Milke, Yuumi Anchorage—M.B.K.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Amoy, buoy No. A7—J.C.J.L.

Tjipanas, Dutch str., 2,775 tons, Capt. L. F. J. Van Luyken, from Sandakan, buoy No. A10—J.C.J.L.

Triumph, American str., 4,825 tons, Capt. H. Milde, from Manila, buoy No. A9—L. Everett Inc. &c.

Wednesday, Jan. 28. Canton Maru, Japanese str., 2,820 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Pier—O.S.K.

Changchow, British str., 1,203 tons, Capt. J. Atkins, from Canton, buoy No. C2—B. & S. Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmen, from Swatow, buoy No. A15—J.C.J.L.

Deli Maru, Japanese str., 1,293 tons, Capt. R. Sanada, from Canton, O.S.K. Pier—O.S.K.

Berry, German str., 878 tons, Capt. J. Bruhn, from Whampoa, West Point Wharf—Chau Yue Teng.

When they pass the Shiuhsing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

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NAVAL BUILDING.

SHIPBUILDERS' APPEAL FOR  
ACCELERATION.

SHIPBUILDERS' APPEAL FOR  
ACCELERATION.

At the Admiralty in mail week the First Lord, Mr. Alexander, who was accompanied by the Minister of Labour, Miss Bonfield, received a deputation from the Shipbuilding Employers' Federation on the subject of the influence of the reductions in warship building on the industries concerned. The case for accelerating warship construction to relieve the serious state of unemployment existing and anticipated during 1931 in the shipbuilding and allied industries was put by the President of the Federation, Mr. A. L. Ayre. The First Lord, while unable to give any grounds for hope that the proposals made could be adopted, undertook to represent the views of the Federation to the Prime Minister.

Although tenders have been invited, there are at the moment 20 vessels of the programme sanctioned by Parliament this year which have not yet been ordered. According to the usual practice these vessels should all be laid down before March 31 next, but even though they have been given names, this is no guarantee that they will be built, as was shown by the experience of the cruisers *Surrey* and *Northumberland*, of the 1928 programme, which were cancelled in January last.

Yesterdays Solution

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Capt. J. H. Kop	from Swatow	RELENTLESS
A.P.C. Wharf	A.P.C.	RELENTLESS
Wing Lee	Portuguese	RELENTLESS
Wing Lee	str.	RELENTLESS
Capt. J. Antunes	from	RELENTLESS
K. C. Wan	baby No. B19	RELENTLESS
Wo Hop & Co		RELENTLESS
Yatting	British	RELENTLESS
Capt. O. Alexandre	str.	RELENTLESS
Canton	baby No. B1	RELENTLESS
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KIDDERPORE	5,334	5th Feb. 10 a.m.	Straits, Colombo & Bombay.
PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHIGAR	9,055	14th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MALWA	10,950	23rd Feb.	Marseilles & London.
ALIPORE	5,273	3rd Mar.	Straits, Colombo & Bombay.
KHIVA	9,125	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	10,619	28th Mar.	Marseilles & London.
KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
RAJPUTANA	10,558	25th Apr.	Marseilles & London.
SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,141	9th May	Mars., L'don, Hull, R'dam & A'werp.
CORON	15,122	23rd May	Bombay, Marseilles & London.
KASHMIR	5,985	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	14,601	20th June	Bombay, Marseilles & London.
KASHIGAR	9,005	4th July	M'seilles, L'don, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
KHYBER	9,114	1st Aug.	M'seilles, L'don, R'dam & A'werp.

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## BRITISH INDIA-APCAR SAILINGS.

1931.			
TALMA	10,000	7th Feb.	Singapore, Penang & Calcutta.
TAKADA	6,649	27th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,005	17th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	1st Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Apr.	Singapore, Penang & Calcutta.

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## EASTERN & AUSTRALIAN SAILINGS (South).

1931.			
NELLORE	6,853	31st Jan. 10.30 a.m.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	6,950	28th Feb. 1st Apr.	
ST. ALBANS	4,800		

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## SAILINGS TO SHANGHAI & JAPAN.

1931.			
MALWA	10,980	31st Jan. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
ALIPORE	5,273	3rd Feb. Daylight	Shanghai, Moji & Kobe.
TANDA	6,950	6th Feb.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	8th Feb.	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
SOMALI	—	20th Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	23rd Feb.	Amoy, Shai, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	6th Mar.	Shai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,754	10th Mar.	Amoy, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
SOUADAN	—	19th Mar.	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	24th Mar.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,586	27th Mar.	Amoy, Moji, Kobe & Yokohama.
NELLORE	6,853	6th Apr.	Shai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	10th Apr.	Amoy, Shai, Moji, Kobe & Osaka.
ILLAWA	10,000	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
CORON	15,122	28th Apr.	Amoy, Moji, Kobe & Osaka.
KASHMIR	5,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,950	9th May	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	12th May	Shanghai, Moji, Kobe & Y'hama.
RANPURA	14,601	22nd May	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	19th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	6th July	Shanghai, Moji, Kobe & Y'hama.
RAJPUTANA	16,586	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

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## MYSTERY OF THE HEAVENS.

### Exhibit at the Science Museum.

#### SIDEREAL PERIOD.

Two orange balls and over 50 pictures of the heavens taken at Mount Wilson Observatory, Pasadena, are being prepared for an exhibition on astronomy by the Science Museum, South Kensington.

On the two balls a tiny white companion speck, slightly smaller than the lead in a pencil, has been placed to represent the giant star Mira (o Ceti) and Aldebaran. The scale used is 1,000,000 miles to an inch.

One of the most interesting sets of pictures taken at Mount Wilson to be exhibited is the one showing the Galactic Nebulae. The planetary nebulae within the Milky Way appear to be stars which in some way, unknown, become surrounded by shells of gas. These are made luminous in all probability of the radiation from the central star. These shells of gas are of various shapes and many show evidence, according to Sir James Jeans, of complicated internal structure.

The irregular nebulae shown consist of vast clouds of gas and dust stretching from star to star and often extending over the whole constellation or even further. In many cases dark patches are shown and may be formed by clouds of gas, or possibly of opaque dust. Scientists however, feel the latter alternative seems improbable.

Eleven plates of the nebulae in Coma Berenices and 23 pictures of Extra-Galactic Nebulae will also be shown. Some of the pictures have previously been used at the Science Museum.

#### Nebulae and Stars.

Facts compiled about the pictures show that nebulae are certain luminous cloudy patches in the heavens. They resemble stars in that they retain the same relative positions, and thus may be distinguished from comets which appear to wander across the sky. Abundant small nebulae shine with a white light which marks the planetary and irregular nebulae.

The interior of stars show they are self-luminous and are not as the earth in this respect. It is also evident that their condition is considerably different from that of our globe, although the primal elements of both may be the same.

Interiors of stars may be described as an accumulation of ether-waves, atoms and electrons in a state of violent motion and therefore of high temperature forming what is known as a "perfect gas."

It is expected that information about the polar system will also be included. The fact that Mercury moves in an orbit between the sun and the earth and is never seen far from the sun will be illustrated.

It is because of this that Mercury is known as the morning and evening star.

A number of excellent pictures of the moon, many of them secured after exposures of seven hours, have been prepared to show the seven chief lunar formations of the moon. The moon, the one satellite of the earth, is 239,000 miles from us and affords astronomers good chances to study its structure.

Interesting data about the sidereal period of Mercury, which is 88 days; of Jupiter, which is 11 years and 314 days; Uranus, which is 84 years and 6 days; and Neptune with 164 years and 280 days is to be shown by diagrams and pictures.—United Press.

## LIFELINE RESCUES.

### CLERGYMAN'S PHONE ALARM TO COASTGUARDS.

During dense fog over the Irish Channel the Norwegian steamer Asmund, bound for Manchester with grain from Russia, struck rocks near Holyhead, and the crew of thirty-five were rescued.

The alarm was raised by the Rev. H. H. Jones, a Calvinistic minister who ran to an hotel half a mile away and telephoned to the Holyhead coastguard station.

Three of the Asmund's crew were taken ashore by means of the life-line, and the remainder were taken on board the lifeboat.

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cultivate. To enable them to form a judgment they require for their particular product a review setting forth the production and consumption in the different countries of the world and the developments in sight.

"We think that it is worth consideration whether on an Empire basis an intelligence service might not be organised which would aim at promptitude and such reasonable accuracy as would meet the requirements of practical men. Such an intelligence service would have to be organised trade by trade. In the second place we desire to express our opinion that the creation and assimilation of Empire standards in regard to many trades, both of primary production and manufacture, should greatly simplify the promotion of inter-Imperial trade. As we progress with our new function of supplying preliminary trade surveys we are more and more impressed with this requirement. In the third place we repeat the hope that under the lead of the economic organisation of the League of Nations further steps should be taken to secure that trade statistics compiled by the various Governments of the world should be based on such common rules as will render them more truly comparable."

## News in Brief.

Two cases of typhoid fever were notified yesterday from Kowloon—one Chinese and one non-Chinese.

The lowest open air temperature yesterday was 63 degrees. The humidity was 81 degrees at 10 a.m. and 83 degrees at 4 p.m.

The Honorary Treasurer of the Benevolent Society acknowledges an anonymous sum of \$5 received through the post, also a registered letter containing \$12.

The funeral of Mr. M. L. Brodie took place at the Protestant Cemetery last evening, the Rev. E. G. Powell officiating in the presence of a large gathering of European and Chinese friends.

The body of a Chinese male, named Lap Wan (30), stated to be a immigrant from Singapore, was found hanging from a water pipe in Ko Chow Boarding House, 136 a bathroom on the second floor of Connaught Road Central. It was removed to the Public Mortuary.

Charged with the unlawful possession of ten taels of illicit opium, a Chinese stoker on the s.s. Cheun Chow pleaded guilty before Mr. R. E. Lindell at the Central Police Court this morning and was fined \$1,000 with the alternative of six months' hard labour.

A Chinese woman named Wong Yee, widow, was to-day fined \$60, or five weeks' jail, by Mr. H. R. Butters, in the Kowloon Court for keeping an undesirable house on the second floor of 514, Canton Road. The same penalty was imposed on Yip Po, also a widow, of 10, Cheung Lok Street, for a similar offence.

Owing to the fall in silver and in order to meet its liabilities for the carriage of its mails abroad, the Chinese Postal Administration is again raising its postage rates on International mail matter (Hong Kong and Macao excepted) by one third as from February 1. For example, the present postage on an ordinary letter is 15 cents, which will be advanced to 20 cents, and so on. Postage on parcels for Hong Kong, Macao and abroad has also been advanced and rates can be obtained from the nearest Post Office.

## PRESS CENSORSHIP.

## ARE THE LOCAL REGULATIONS ULTRA VIRES.

## LEGAL SURMISSIONS.

When the Chinese Press censorship case was resumed before Mr. R. E. Lindell yesterday afternoon, Mr. F. H. Loseby, defending the Editor and printer of the Wan Kiu Yat Po, argued on the legal aspect of the case, claiming that the regulations governing the censorship of Chinese newspapers were ultra vires.

He went further and stated that the Ordinance itself was ultra vires to the Constitution and to the Governor's powers. Mr. Loseby said that even if he was wrong on that point, he would submit that the regulations themselves were ultra vires. "If I am still wrong, I shall submit that the continuation of the regulations is in the strictly

legal sense—is a gross abuse of the powers granted in times of danger and emergency."

Mr. Lindell: The same argument would apply to the selling of chocolates after 8 o'clock under the Defence of the Realm Act at Home?

Mr. Loseby: Oh, no! There is a vast difference between the Imperial Parliament, and the Colonial Legislature. The Imperial Parliament can do almost anything except make a black man white.

Mr. Lindell: Or a woman a man?

## Governor's Powers.

Continuing his argument, Mr. Loseby said that the Imperial Parliament was a constitutional Parliament in which every subject had a right to raise any question through his or her representative. "Here in Hong Kong," said Mr. Loseby, "we have got certain powers given to a Governor for use at a certain time and I say that if these powers are wrongly used or in any way abused, then my former remarks apply."

Referring to a judgment by Sir Henry Gollan, Mr. Loseby said: "The learned Chief Justice has held that it is not competent for the Court to look into the question of whether an Ordinance has been reserved or not. But I say that the Ordinance is nevertheless ultra vires, and that there is a very great constitutional safeguard in the Instructions."

Mr. Loseby also submitted that the regulations concerned in the case were bad because they were absolutely without any limit whatever. He asked the Court to bear in mind that some of the regulations passed under the Ordinance had since been repealed. "There is no question whatever," said Mr. Loseby, "that the emergency under which these regulations were made is any longer in existence."

Mr. Lindell: Do you say that that is a matter of which the Court should take cognisance?

Mr. Loseby: No, Your Worship.

Mr. Whyte-Smith (for the Crown): Surely that is a matter for the Legislature to decide. It is for them to say whether a state of emergency is still in existence.

Mr. Lindell: I should say the power is in the hands of the Executive.

Mr. Loseby: And the Executive in this case is apparently in the position of usurper.

## Constitutional Powers.

"If this Ordinance is ultra vires," Mr. Loseby said, "your Worship has to find that delegated authority may, by Ordinance, create another body which shall have powers of legislation without the constitutional checks imposed on the original body. I think that must follow and that must be your finding and that must be the law. You have also got to go further and say that the new body may have greater powers than the creating body. You will also have to say that powers given for use on occasions of great danger and emergency can be used after the danger is passed."

Mr. Lindell: Who is to say that that danger is passed?

Mr. Loseby: The best way to determine that is to ask "What have we got left?"

Mr. Lindell: The greater part of that danger may have passed but some part of it may have remained.

Mr. Loseby then dealt with the regulations one by one and pointed out that practically all of them had been repealed. He concluded by submitting that the Ordinance was in fact ultra vires, and, failing that, that the regulations were ultra vires. He further submitted that the regulations had not been properly made because there had been no proclamation or declaration that the Colony was at the time of the making of the regulation in a state of danger or emergency.

He concluded, "Even if I am wrong in every one of these points, I still say without hesitation that the bringing of this charge is a gross abuse of the powers granted to the Governor for use in times of great danger only."

Mr. Lindell indicated that he would give a written legal opinion on the legal points raised as the matter was clearly of considerable importance to the Chinese Press.

The case was adjourned until February 9.

## AIRMAN'S DEATH.

## FAMED FOR RESCUE OF GEN. NOBILE.

Stockholm Yesterday.—The airman Captain Lundborg has crashed and died of his injuries.

It will be recalled that he won fame in rescuing General Nobile, after the accident to the airship Italia on its North Pole expedition in 1928.—Reuters.

Captain Lundborg discovered Nobile and several companions on the ice and rescued them. The General being taken off first, this led to accusations against Nobile of disregarding his companions and an international controversy at one time threatened to develop.

## IRISH FOLK SONGS.

## GLEE SINGERS GIVE A FINE PERFORMANCE.

## VARIED PROGRAMME.

As Mr. Edward Branscombe, the Director of the Westminster Glee Singers, said in his "talk" to the audience in the Theatre Royal last night, folk songs are an antidote to the disease of jazz and even people who say they do not care for music cannot have anything but affection for the songs of their own land. It is difficult to say what proportion of the audience was Irish, although many Irishmen must have gone especially to hear the folk songs; whatever nationalities it was composed of showed a fervid appreciation of the melodies and clapped those haunting, never-to-be-forgotten airs as heartily as they deserved.

## Irish Ditties.

The programme was suitably varied, and included only nine Irish songs. Very pleasing was the group of old Irish ditties, "The Gentle Maiden," and "The Low-Backed Car," which have been admirably arranged by Mr. Branscombe. Mr. Wilfred Thomas found an adequate medium for his bass voice in "The Donovans," that whimsical specimen of humour on the theme of Irish hospitality, whilst the boy sopranos sang "My Love's an Arbutus" with much delicacy.

We may have heard "The Shamrock" hundreds of times, but as sung by Mr. Ernest McKinlay (tenor) it assumed an unfamiliar sweetness. Perhaps the most popular song of the evening was the rollicking "Phil the Fluter's Ball," which Mr. Albert Greene, who has a rich and flexible bass voice, sang and acted in a manner which sent the audience roaring with laughter and keeping time with its feet (perhaps to the annoyance of the staid elements). The Irish section of the programme ended with "St. Patrick's Day" and "The Harry That Once Through Tara's Hall," both of which were finely rendered by the company.

## Sea Shanties.

The earlier part of the programme included a cycle of Scottish airs, and old English pastoral (17th century), a humorous part-song, and (best of all) three sailor shanties by Mr. Greene with a chorus. It is quite unnecessary for anyone to sing "Shenandoah" better than Mr. Greene sang it, for he re-created the atmosphere in which it was born, long years ago, in the foible of a windjammer.

To hear the Westminster Glee Singers is almost as good as a "spot of leave," for one cannot go away without feeling enriched by songs that are as old as the land sung by highly-trained and beautiful voices.

## "RAMALOSH."

## SCHNEIDER RACE.

## PREMIER'S PROMISE TO DEPUTATION.

Rugby, Yesterday.—The Prime Minister told the deputation of Members of Parliament last night that he was willing to reconsider the Government's decision not to take an official part in the Schneider Trophy race, and would make a statement in reply to a question in the House tomorrow.

Mr. MacDonald, who has done a great deal of flying, is personally desirous of the attempt being made to retain the Trophy, and the deputation were impressed by Mr. MacDonald's extensive knowledge of all the aspects of the contest, not excluding the purely technical question. The question of expense is no longer regarded as an obstacle to participation.

Other aspects of the matter are being discussed to-day with the Air Ministry, and the Admiralty.

Lady Houston yesterday offered to meet the extra expenses of defending the Trophy beyond that already provided privately.—British Wireless Service.

## ANNA PAVLOVA.

## DANCER'S BODY LYING IN STATE.

Rugby, Yesterday.—The body of Madame Anna Pavlova arrived in London this morning from Gravesend, and was taken to the Russian Orthodox Church, for the lying-in-state until to-morrow.—British Wireless Service.

## Ten Years Ago.

[From the "China Mail", of January 29, 1921.]

To-day's dollar is worth 2/8 1/16.

At the first general meeting of St. Andrew's Church Men's Association held on Thursday evening the rules were adopted setting forth the aims and objects of the Association, viz., physical recreation, literary and musical entertainment, and debates, and the moral welfare of the members.

## MUNSANG COLLEGE.

ANNUAL DISTRIBUTION OF PRIZES.

## FIVE YEARS' PROGRESS.

The Hon. Dr. S. W. Tso O.B.E., LL.D., distributed the prizes at the annual prize-day of the Munsang College, yesterday afternoon and in the course of his speech touched on literature played in the life of the essential role that Chinese ordinary Chinese youth.

Supporting Hon. Dr. Tso on the platform in the College hall was the Rev. A. D. Stewart, M.A., and other members of the College Council. Songs and addresses were given by the elder pupils.

## Annual Report.

The College Principal (Mr. Rufus I. J. Huang) read the report. He said, in part:

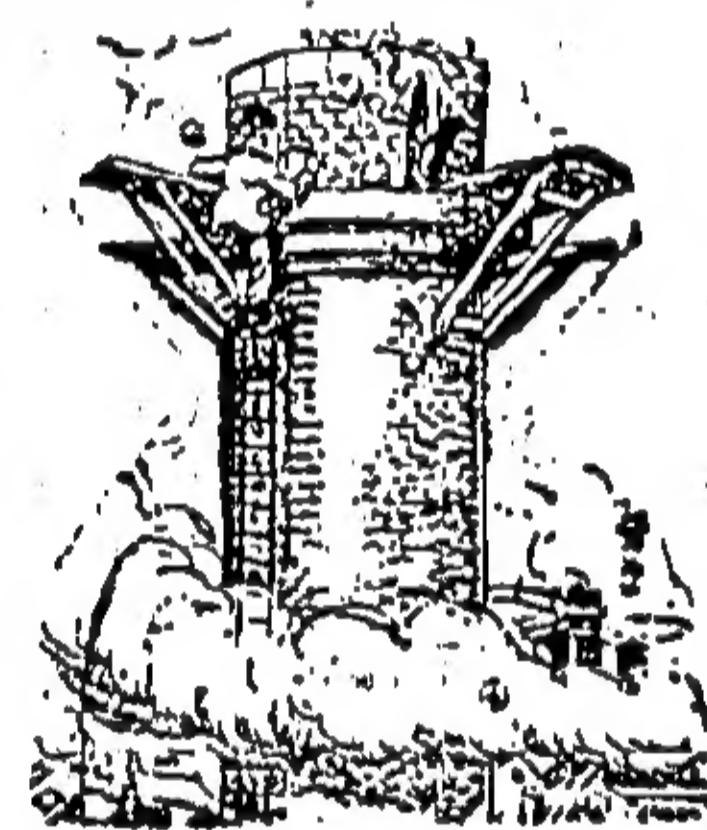
With the closing of 1930 the school has passed the fifth year of its history. This year witnesses a number of events which show promising signs of growth. Our number of boys steadily keeps on increasing and has reached the 240 mark, of whom 45 are boarders. Our Primary department, which is under the capable management of Miss Ada Wong, has been greatly improved. It is packed at present to its full capacity. Our Kindergarten is also well attended. To meet the need of expansion for the coming year, the School has taken three more flats of Dr. Tso's house in Kaiyuan Street for 1931.

School opened for 240 days (excluding Sundays) during the year. Attendance is excellent, being over 97 per cent.

The general health of the pupils and the teaching staff has been very good. We are grateful to our College Physician, Dr. Castro Basto, for his careful attention to several cases that had arisen and for his service in giving physical examination to our new boys at the beginning of the year. One hundred and fifty students were vaccinated last December by the St. John Ambulance, Mong Kok Division.

## Candidates' Successes.

We sent in four candidates—all we got in our two upper classes—for the Local University Examinations. Two were successful. One student was awarded the Senior Certificate, with distinction in



Foreman: "Where's young Alf?"

Steepjack: "Dunno; he was explaining to me 'ow 'e won the diving competition and I ain't seen 'im since."

*Passing Show, London.*

Mechanics, and the other gained the Junior Certificate. This is 60 per cent, and we are holding the same percentage record of success as the previous year. A competition of Chinese essay-writing, open to all leading schools in Kowloon, was held in May under the auspices of the Y.M.C.A. We took part in it and were awarded both the individual and the group championship prizes. A Mandarin Public Speaking contest, open to all the schools in the Colony, took place in Hong Kong in the month following, and again we were fortunate in winning the Championship Shield presented by Mr. Lam Chi-fung, a member of our College Council. (Applause).

I wish to thank the following donors for their generous contribution to our prize Fund:—Dr. S. W. Tso, Mrs. Wu Ting-fang, Messrs. Kingston Taft Tan, Wong Hok-chi, Wong Hok-yan, Fook Wong Co., and Rev. A. D. Stewart.

## Hon. Dr. Tso's Speech.

Hon. Dr. S. W. Tso said in part: If any one desires to be a literary man he will have to pursue further and extensive studies after school. In fact literary men, like poets, are born and not made. Unfortunately there is a great deal of controversy about the teaching of Chinese literature in schools. In condemning the old method of teaching Chinese literature people also condemn the old Chinese books like the four books of Confucius and Mencius as unsuitable for modern use by calling them "Chinese Classics". The word "Classics" conveys to one's mind the body of literature that has descended from the Greeks and Romans written in a language which is now dead. However, I have found a definition of the word "Classic" in the singular number namely "a book which can be simple without being vulgar, etc."

vated without being distant and which is something neither ancient nor modern, always new and incapable of growing old."

I address you on this subject of teaching Chinese in order to show you the difficulty we are encountering at our present day in the matter of Chinese education; and the danger we are running of losing Chinese national character, if Sze Shu and Ku Mun are to be banished from our curriculum. It behoves teachers of Chinese therefore to pay special attention to the teaching of Chinese in their schools and save Chinese civilization from being thrown overboard. The teaching of Confucian principles are more needed in our present day life than any other period in Chinese history.

Mr. Wong Kwong-tin, spoke on the necessity of the Chinese learning their own literature. He gave instances of errors by Chinese who neglected this essential side of their education.

## The Prize-winners.

The full list of successes and prizes follows:

Certificate and Prize-Winners.

Senior Certificate—Chan Ying-ming (Dist. in Mechanics).

Junior Certificate—Tsang Tsuen-san.

Senior III.—1st prize, Chang Ying-nang; 2nd prize, Chan Sing-hak; 3rd prize, Chan Luen-tsang.

Senior II.—1st prize, Tsang Tsuen-san.

Senior I.—1st prize, Chan Kim-yung; 2nd prize, Yim Chin-ko; 3rd prize, Lam Meng-ong.

Junior III.—1st prize, Leung Sik-kwan; 2nd prize, Lau Seng-on; 3rd prize, Lee Wal-tak.

Junior II.—1st prize, Yim Kun-luen; 2nd prize, Wong Kwok-king; 3rd prize, Chan Leung-tak.

Junior I.—1st prize, Hong Tung-tak; 2nd prize, Chan Wing-yiu; 3rd prize, Lee King-sun.

Preparatory II.—1st prize, Cheung Yun-wung; 2nd prize, Cheung Chang-wang; 3rd prize, Cheung Sue-wing.

Preparatory I.—1st prize, Li Ch-fung; 2nd prize, Leung Wing-pui; 3rd prize, Wong Kwei-hong.

Special Prizes.

Prize for Mandarin Essay Writing: Chan Luen-tsang.

Prize for Mandarin Public-Speaking: Chan Sing-hak.

The "Our Corners Dictionary" Prize: (Middle School), Lee Wai-tak; Primary School), Chung Ting-kau.

Ping Pong Championship Prize: Chan Tung-yuen.

## WORLD UNEMPLOYMENT.

(By Burton Marks.)

A survey of the world at the end of 1930 is not the road to optimism. Unemployment has grown steadily more acute in almost every country in the world. Grave as it is in this country, it may be questioned whether it is not equally as grave in Germany and in the United States.

Two views seem to have come to be widely accepted in 1930; first, that Unemployment is an international and not a national problem; secondly, that it is related to the fall in wholesale prices. What makes the crisis so serious here is the fact that it is not a slump following a boom, but a slump, following a steady decline.

For all the recognition that the problem is international, there still is a reluctance to try to solve it internationally, though the instructions to the International Labour Organisation of the League of Nations to institute a thorough enquiry mean a step in the right direction. There is, however, in this country a marked tendency to argue that "economy" must be the order of the day; economy of man-power, economy of social services, economy of wages. If it is true that the fall in wholesale prices is partly due to hesitation to buy, in anticipation of a further fall, it is difficult to see how a reduction of purchasing power of the workers, the substitution of machines for men, or the reduction of State services which automatically involve purchase (instead of leaving it to the caprice of individuals) can provide a solution.

The tendency towards wage reductions is not confined to this country; it is to be seen also in Germany and Italy, to mention only two countries. If the object of wage reductions is to reduce costs of production, much else may follow. Hours of work quite probably will be increased so that yet more goods may be thrown upon the irresponsible market.

Are not we in Great Britain a little too confident that our "8-hour Day" is safe? More than once in the past five or six years, strenuous efforts have been made in certain industries to get the working day lengthened; may they not be renewed, more generally and perhaps more plausibly, in this crisis?

The Government has re-introduced its Hours of Industrial Employment Bill, and it is when it passes into law, it is intended to ratify this Washington Hours Convention. The Convention may offer much "improvement" to British workers; but to enter into an International Treaty will, at least to secure for them a guarantee against revision which to-day they do not possess.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL.

## Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

Saturday—Social at Helena May Institute, Kowloon.

Saturday—Annual Concert and Dance, Morrison Hall, University.

Entertainments.

To-night—Theatre Royal, "Westminster Glee Singers."

To-day—Queen's Theatre, "Man Trouble."

To-day—Central Theatre, "Thunderbolt."

To-day—Majestic Theatre, "Her Private Life."

To-day—World Theatre, "The Million Dollar Collar."

To-day—Star Theatre, "The Little Adventurer."

Saturday—Theatre Royal, Westminster Glee Singers, (matinee), 3 p.m.

## Home Malls.

To-morrow—Inward from Europe via Siberia (Comorin); from Europe via Suez (Malwa); from America and ports (President McKinley); Outward for Europe via Siberia (Malwa), 6 p.m.

## Land Sales.

February 2—At P.W.D. Offices, three lots of Crown land, 3 p.m.

## Sports.

See Diary on Page 8.

Meeting.

February 10—H. K. Land Investment & Agency Co., Ltd., ordinary meeting, Messrs Jardine Matheson's Offices, 12.30 p.m.

## Lammer's Auctions.

To-morrow—At 6, Minden Avenue, Kowloon, household furniture, 10.30 a.m.

To-morrow—At Sales Room, household furniture, 2.30 p.m.

## Miscellaneous.

Monday—Annual Inspection of St. John Ambulance Brigade, South China Athletic Football Ground, 5.15 p.m.

February 19—Entries close for Horticultural Society's Annual Show of Flowers and Vegetables, noon.

February 25—Horticultural Society's Annual Show of Flowers and Vegetables, City Hall.

## RADIO

## TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 885 metres:

5-8 p.m.—European Programme of Victor Records.

5-6 p.m.—Variety.

Orchestra—

On a Beautiful Summer Night, Honeyjuckles—Waino Kauppi and His Suomi Orchestra (20871).

Humorous Song—The Song of the Sewing Machine, Fanny Brice (21168).

Song—When Summer is Gone, Frank Bauer, Tenor (21904).

Accordion and Banjo—This is Paris, Gardoni & Puig (21033).

Encore—Paso Doble, Gardoni & Puig (21033).

Song—For Seven Long Years I've Been Married, Kelly Harrell (21069).

Impressions of London (Westminster), Stanley Roper (20629).

Whispering Baritone—You Won't See me if I See You, Jack Smith (20028).

7.35-8 p.m.—Beethoven's Quartet No. 2 in G Major, Flonzaley Quartet (1218-21).

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

Song—

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## NEW ADVERTISEMENTS

## G. R. PUBLIC AUCTION.

ON and AFTER 31st January, 1931, the following Roads will be Open to Light Motor Traffic:

1. Bowen Road from the junction of Garden Road to the junction with Magazine Gap Road.
2. Magazine Gap Road from the junction with Bowen Road to the junction with May Road.
3. May Road from the junction with Magazine Gap Road to Alburgh Hall.

These Roads are not open to Motor Lorries or Motor Omnibuses.

E. D. C. WOLFE, Inspector General of Police, 28th January, 1931.

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Song—Uncle Ned, Old Black Joe, Lawrence Tibbett, Tenor (1226).

Humorous Song—At the Theatre, Phil Baker (20970).

Dialogue—Well! Well! Well! Just a Couple of Good Guy Gone Wrong, Harry Jane Harold, Whalen (21022).

6-6.45 p.m.—From the Studio-European Children's Concert.

6.45-7 p.m.—Orchestral.

Spanish Caprice (Rimsky-Korsakoff), San Francisco Symphony Orchestra (1185).

Deep Night (Valle and Henderson), Victor Salon Orchestra (21228).

The Waltzing Doll (Poldini), At Dawning (Cadam), Victor Concert Orchestra (20668).

7 p.m.—Stock Quotations.

7.30 p.m.—Concert.

Piano Solo—Nocturne in F Sharp Major (Chopin), Ignace Jan Paderewski (6825).

Song—Robin Adair (Kappel), Frances Alda, Soprano (1188).

Violin Solo—Serenade (Vieuxtemps), René Chemet (1242).

Song—Drink to Me Only With Thine Eyes (Ben Jonson), Lawrence Tibbett, Baritone (1228).

Piano Solo—Dances of the Gnomes (L'ist), Seigle Rachmaninoff (1184).

Song—Ma Curly-Headed Baby (Clutsam), Hulda Lashanska, Soprano (1334).

Violin Solo—Malaguena (Albeniz-Kreisler), Cancion Popular (De Falas-Kochanski), Fritz Kreisler (1244).

Song—Silver Threads Among the Gold (Roxford-Danks), John McCormack, Tenor (1173).

7.35-8 p.m.—Beethoven's Quartet No. 2 in G Major, Flonzaley Quartet (1218-21).

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

Song—

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Perfect Finish,  
And Quality,  
At Your  
Service  
— For 50 Years.—

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**REPLAYS IN ENGLISH CUP.****Sunderland and Wolves Win.****LEAGUE SURPRISES.**

Two replays in the fourth round of the English Cup were decided yesterday, both resulting according to anticipations.

On their own ground Sunderland gave Bolton Wanderers their quietus by a couple of goals margin, thus qualifying to meet Sheffield United in the fifth round on February 14.

Wolverhampton Wanderers again met Bradford City, when they won with a couple of goals to spare. They now meet Barnsley in the next round, which they ought to survive even on foreign soil.

Wednesday Fall.

In the First Division of the League Sheffield Wednesday visited Manchester, where the lowly United trounced them by a three-goals margin.

Sheffield United and Manchester City played a drawn game on the ground of the former, a similar result being witnessed in the meeting of Leeds and Blackpool.

Portsmouth received a setback at Birmingham, going under by the odd goal in three.

The Arsenal sharpshooters had another field day, crushing Grimsby by the big score of 9-1.

Notts County Lose.

Six matches were played in the Southern section of the Third Division, the most outstanding being the fall of Notts County at Bournemouth.

Northampton visited Exeter and were forced to share the points.

Brighton had smart win over Torquay, whilst Ilton accounted for Watford by a margin of three goals.

Gillingham, on their own ground, were held to draw by Brentford, but Bristol Rovers, also playing before their own supporters, lost to Southend by the odd goal in five.

**RESULTS AT A GLANCE.****English Cup—Fourth Round.**

Sunderland	3	Bolton W.	1
Wolves	4	Bradford C.	2
The revised draw is as follows:—			
Birmingham	v.	Watford	
Chester	v.	Blackburn	
Barnsley	v.	Wolves	
Portsmouth	v.	West Brom.	
Everton	v.	Grimsby	
Exeter	v.	Leeds	
Southport	v.	Bradford	
Sunderland	v.	Sheffield U.	
English League—Division I.			
Manchester U.	4	Wednesday	0
Sheffield U.	2	Manchester C.	2
Leeds U.	2	Blackpool	2
Birmingham	2	Portsmouth	1
Arsenal	9	Grimsby	1
Division III.—Southern.			
Brighton	3	Torquay	0
Gillingham	1	Brentford	1
Exeter	3	Northampton	3
Bristol R.	2	Southend	3
Bournemouth	2	Notts C.	1
Ilton	4	Watford	1

—Reuter.

**REVISED LEAGUE TABLES.****English League—Division I.**

	P. W.	D.	L.	F. A.	Pts.
Arsenal	24	16	5	3	78
Wednesday	27	16	5	6	71
Aston Villa	27	18	8	6	76
Derby	25	13	7	5	69
Fulham	28	11	9	6	68
Middlesb.	27	12	4	11	68
Huddersfield	26	10	7	9	55
McChester C.	27	11	5	11	46
Blackpool	26	10	7	12	45
Portsmouth	26	10	7	12	45
Arsenal	9	Grimsby	1		
Division III.—Southern.					
Brighton	3	Torquay	0		
Gillingham	1	Brentford	1		
Exeter	3	Northampton	3		
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Gillingham	1	Brentford	1		
Exeter	3	Northampton	3		
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Portsmouth	26	10	7	12	45
Arsenal	9	Grimsby	1		
Division III.—					

**THE HONG KONG PENINSULA HOTEL:**  
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ASTOR HOUSE: PALACE HOTEL.  
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**POST OFFICE NOTICE.**

List of ships expected to be in wireless communication with Hong Kong to-day:—Anking, Sunning, Comorin, Haifang, Turbo, Eurylochus, Tjikembang, Kojun Maru, Jufuku Maru, Alipore, and Laomedon.

**INWARD MAIls**

THURSDAY, JANUARY 29.

Manila ..... Ramses  
Shanghai and Swatow ..... Shantung  
Java and Manila ..... Tjimanoek  
FRIDAY, JANUARY 30.  
Japan, Shanghai and Europe via Siberia  
(London, Jan. 10) ..... Comorin  
Europe via Suez (Letters and Papers, London, Jan. 1, 1931 and Parcels, Dec. 25, 1930) ..... Malwa  
U.S.A., Canada, Japan & Shanghai (Seattle, Jan. 10) ..... President McKinley  
SATURDAY, JANUARY 31.  
Shanghai and Swatow ..... Sui Yang  
U.S.A., Canada, Japan & Shanghai (Seattle, Jan. 7) ..... Hikawa Maru  
Java ..... Storyken

**OUTWARD MAIls**

THURSDAY JANUARY 29.

Samshui & Wuchow ..... San Ning ..... 4 p.m.  
FRIDAY, JANUARY 30.  
Holhong, Pakhoi & Haiphong ..... Kilungchow ..... 10.30 a.m.  
Swatow, Amoy and Foochow ..... Hai Yang ..... 1 p.m.  
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles ..... Malayan Prince ..... 2.30 p.m.  
K.P.O. (Due Marseilles, Feb. 27.)  
G.P.O.  
Parcels ..... Jan. 30, 4.30 p.m. Parcels ..... Jan. 30, 5 p.m.  
Registration ..... Jan. 31, 9 a.m. Registration ..... Jan. 31, 9.45 a.m.  
Letters ..... 10 a.m. Letters ..... 10.30 a.m.

\*Superscribed correspondence only.

DO YOU KNOW that by paying \$130.00 down and \$23.00 per month for a limited period you can become the proud owner of a

**GENERAL ELECTRIC  
ALL-STEEL REFRIGERATOR**

on view at:—

The Hong Kong Electric Co., Ltd. Wm. C. Jack & Co., Ltd.  
and  
The General Electric Co., Ltd. Andersen Meyer & Co., Ltd.

**ELLIS KAPOORIE SCHOOL**

(Continued from Page 1.)

boys to several factories and workshops.

The wash-basins and drinking fountains installed in the basement in September supply a long-felt want and are greatly appreciated.

On the last day of the year our senior vernacular master, Mr Tung Sik-hong, after 23 years in Government service, 16 of which were spent here, retired on pension. We wish him health, happiness, and length of days in his retirement.

On behalf of the School I thank the donors of the scholarships just presented, also Mrs. Hamilton for coming to give away the prizes. My personal thanks go to the masters and mistresses as well as to the clerk, Mr. Ho Ka-chun, for their hard work and hearty co-operation, and for the cheerful manner in which they have performed their duties.

**PRIZE LIST.**

Scholarships, 1930.  
Full Free Scholarships to Queen's College.—Li Kwan-tong, Ho Ping-choi, Chung Chi-hai, Mak Kwong-shau, Tsang Shiu-cheong.  
Lugard Scholarship.—Mak Cheuk-hon.

Lau Chu-pak Scholarship.—(1st Instalment).—Li Ping-sum.  
Tai Yau Scholarship (1st Instalment).—Chan King-hong.

Tai Yu Scholarship (2nd Instalment).—Ng Kam-shau.

Wu Hay-tong Scholarships.—Class 4, Chung Wing-kwong; Class 5, Ng Kam-hing and Cheung Man-piu; Class 6, Chau Ki-ming and Tang Kim-sang; Class 7, Chau Yan-pui and Yu Chan-shau; Class 8, Cheung Kam-ki and Ko Tsok-hang.

Mrs. Lau Chu-pak Scholarships.—Abdullah Mustafa and Fok Koon-yong.

Ho Kom-tong Scholarships.—Senior, Tung Wing-wa, Intermediate, Kwok Kam-muk, Junior, Lo Kwan-hing.

Chan Kai-ming Scholarship.—Senior, Li Hon-wa, Junior, Tee Kit-chit.

Government Scholarships.—Class 5 to 4, Sze To-fook; Class 6 to 5, Chan Kam-hung; Class 7 to Class 6, Ko Tsok-yum; Class 8 to Class 7, Wong Man-wa.

Sir Ellis Kadourie Prizes.—Class 4.—1st, Li Kwan-tong, 2nd, Hong Ping-cho, and Chun Chi-hai.

Class 5, 1st, Sze To-fook, 2nd, Li Hon-wa, 3rd, Cheung Man-piu.

Class 6, 1st, Chan Kam-hung, 2nd, Chau Ki-ming.

Class 7, Tang Kim-sang, Class 8, 1st, Fok Ka-yuen, 2nd, Ko Tsok-yum, 3rd, Yu Chan-shau, 4th, Li Kwan-tong, 5th, Ng Wa-on, 6th, Sze Sii, 7th, Yuan Tung-tsui, 8th, Chan Hon-ming.

English Class Prizes.—Class 4A, 1st, Wong Ting-chun, 2nd, Tung Wing-yiu, Class 4B, Hui Shau-yan, 2nd, Chan Ying-kwan, Class 5A, 1st, Tom Kam-ho, 2nd, Yung Tak-cheung, Class 5B, 1st, Wong Ka-kui, 2nd Tao Shau-ling, Class 6A, 1st, Chau Hak-ming, 2nd, Kung Ping-hong, Class 6B, 1st, Leung Fat-wing, 2nd, Chui Yiu-ping, Class 6C, 1st, Sung Hon-ting, 2nd, Chan Tun-in, Class 7A, 1st, Fok Ka-yuen, 2nd, Shum Wing-hong, Class 7B, 1st, Ip Kin-cheung, 2nd, Wong Yan-chow, Class 7C, 1st, Wong Ting-in, 2nd, Tang Kai-fong, Class 8A, 1st, Li Ping-shing, 2nd, Yuen Shing-chuen, Class 8B, 1st, Chiu Pak-yung, 2nd, Ng Wa-on, Class 8H, 1st, Wan Cho-iu, 2nd, Fung Hon-wai, Class 8II, 1st, Li Chan-wing, 2nd, Cheung Yu-tak, Class 8III, 1st, Ng Kok-hin, 2nd, Wong Chiam, Class 8IV, 1st, Chan Shiu-chung, 2nd, Yuen Tung-tsui.

Special Prizes.—4A' Chung Wing-kwong.—Head Prefect's Prize, 5A Sze To-fook.—1st, for 4 years; never been absent since 1927. 5A Wong Shu-to.—Never been absent since 1927.

Chinese Class Prizes.—Class 4, 1st, Tsang Shiu-cheong, 2nd, Li Kwan-tong, 3rd, Fung Wing-shau, Class 5, 1st, Ng Kam-hing, 2nd, Wong Ka-kui, 3rd, Chan Hing-fong, Class 6, 1st, Tee Ki-chit, 2nd, Fok Koon-yung, 3rd, Chan Kam-hung, Class 7, 1st, Fok Ka-yuen, 2nd, Yu Chan-shau, and Wong Yan-chow, Class 8, 1st, Kwong Lai-chuen, 2nd,

**KWANGSI WAR.****PACIFIC SETTLEMENT LOOMS NEARER.****GENERAL'S CONFER.**

Carton, Yesterday. Since the arrival at Nanking of Generals Wong Shao-hung and Wu Ting-ying the Kwangsi situation has become more certain of settlement by pacific means.

On Monday, President Chiang assembled in his residence for a conference a number of ranking officials including Hu Han-min, Ma Heu-chun, Ma Chun-wu, Wang Shao-hung, and Wu Ting-ying for the purpose of discussing peaceful termination of the Kwangsi problem.

The following procedure, says a report, has been outlined:

(a) That Wang Sao-hung be empowered to administer Kwangsi; (b) that the Ironside-Kwangsi troops be disbanded and reorganized; (c) that financial assistance be given by the Central Government in case of shortage of military funds.

Having been telegraphically informed by General Wang Shao-hung concerning the Central Government's clemency towards them, the rebel leaders summoned a military conclave at Nanning with officers above the rank of Colonel in attendance, and agreed unanimously to obey the instructions of the Central Government for their reorganization.

According to Mr. Chan Hsik, a prominent Kwangsi member, the insurgent troops will be reorganized into garrisons, each not to exceed three regiments, and will be despatched to designated areas in Kwangsi for bandit-suppression. General Li Chung-yan and Pei Chung-hsi will go abroad, leaving Kwangsi rehabilitation to Generals Wang Shao-hung and Wu Ting-ying.—Canton News Agency.

**MRS. VICTOR BRUCE.****AVIATRIX REASSURES HER HUSBAND.**

Rugby, Yesterday. The Hon. Victor Bruce, whose wife is flying across America on the last stage of her flight round the world, has received the following cable from her, sent from Baltimore:

"Nosed over taking off in soft mud. Will repair here. Not hurt."—British Wireless Service.

**COTTON DISPUTE.****HOPES OF AN EARLY SETTLEMENT.**

Rugby, Yesterday. The Prime Minister having broken the deadlock in the Lancashire cotton dispute by inviting representatives of the employers and operatives' organisations to meet him in London to-morrow, hopes of an early settlement are revived.

It is anticipated that the Prime Minister, accompanied by the Minister for Labour, will in the first instance meet the case separately. It is recalled that Mr. MacDonald's intervention in the somewhat similar circumstances of the dispute in 1929 resulted in a settlement by arbitration.—British Wireless Service.

**RUINOUS PRICE.****PREDICTION ON WORLD SUGAR SALES.**

New York, Yesterday. Mr. Chandbourne has arrived after his European mission. In an interview he predicted that before long the price of sugar to producers would rise about two, and a half cents a lb, from the present "ruinous" one and a third cents.

He was confident that an international agreement on sugar sales would be signed.—Reuter's American Service.

Wong Man-wa, 3rd, Kwong Ming-wa, Class 8II, 1st, Li Chan-wing, 2nd, Wong Chiam, and Chan Hom-

ming, 2nd, Chau Hon-ming.

Class 8III, 1st, Kwong Lai-chuen, 2nd,

Class 8IV, 1st, Kwong Lai-chuen, 2nd,

Class 8V, 1st, Kwong Lai-chuen, 2nd,

Class 8VI, 1st, Kwong Lai-chuen, 2nd,

Class 8VII, 1st, Kwong Lai-chuen, 2nd,

Class 8VIII, 1st, Kwong Lai-chuen, 2nd,

Class 8IX, 1st, Kwong Lai-chuen, 2nd,

Class 8X, 1st, Kwong Lai-chuen, 2nd,

Class 8XI, 1st, Kwong Lai-chuen, 2nd,

Class 8XII, 1st, Kwong Lai-chuen, 2nd,

Class 8XIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XIV, 1st, Kwong Lai-chuen, 2nd,

Class 8XV, 1st, Kwong Lai-chuen, 2nd,

Class 8XVI, 1st, Kwong Lai-chuen, 2nd,

Class 8XVII, 1st, Kwong Lai-chuen, 2nd,

Class 8XVIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XIX, 1st, Kwong Lai-chuen, 2nd,

Class 8XX, 1st, Kwong Lai-chuen, 2nd,

Class 8XXI, 1st, Kwong Lai-chuen, 2nd,

Class 8XXII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXIV, 1st, Kwong Lai-chuen, 2nd,

Class 8XXV, 1st, Kwong Lai-chuen, 2nd,

Class 8XXVI, 1st, Kwong Lai-chuen, 2nd,

Class 8XXVII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXVIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXIX, 1st, Kwong Lai-chuen, 2nd,

Class 8XXX, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXI, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXIV, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXV, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXVI, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXVII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXVIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXIX, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXX, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXI, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXII, 1st, Kwong Lai-chuen, 2nd,

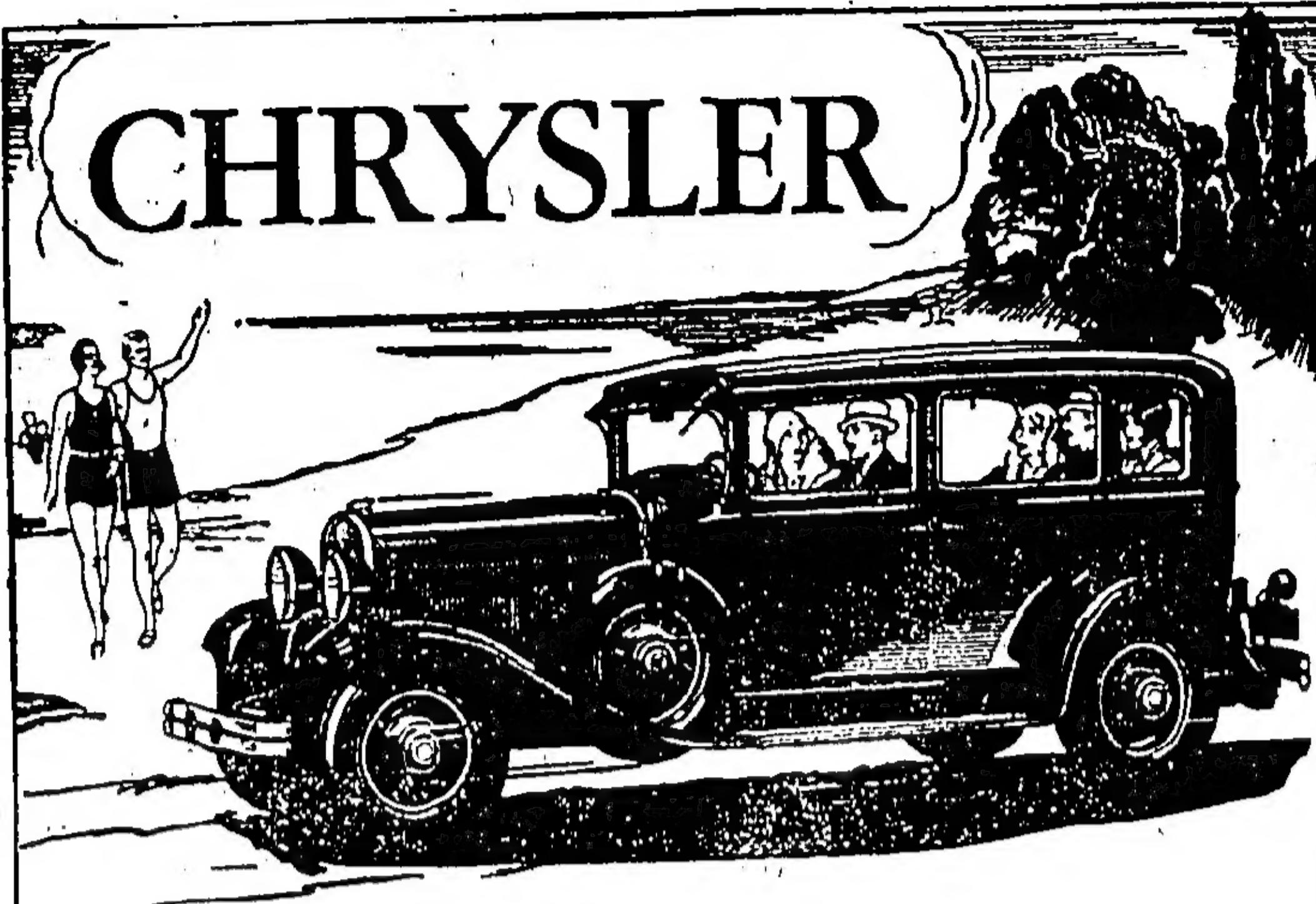
Class 8XXXIII, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXIV, 1st, Kwong Lai-chuen, 2nd,

Class 8XXXV, 1st, Kwong Lai-chuen, 2nd,

Class 8

# MOTORISTS THIS IS YOUR PAGE



## What Chrysler claims— Chrysler does!

Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

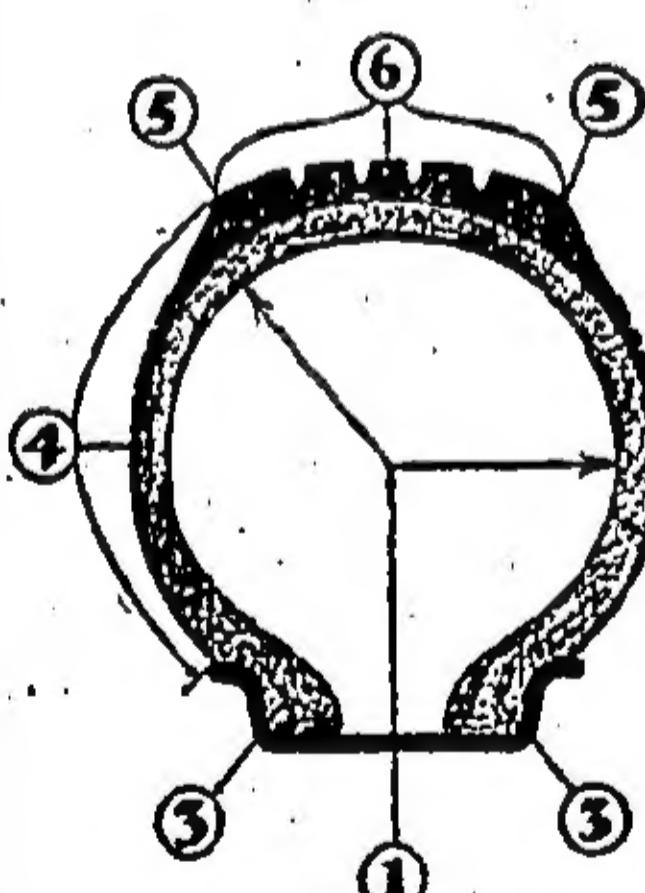
Take your ride in a Chrysler and sense that very definite something which makes a Chrysler a Chrysler . . . that something which is so different, so much more thrilling . . . that something which inspires a pride of ownership all its own.

CHRYSLER MOTORS PRODUCT 378

THE NATIONAL MOTOR CAR CO.  
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TEL. 25674.

## The most Conclusive Evidence of SUPERIORITY—

... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.



### FISK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber  
Carrying more air at a lower pressure  
and giving a better interpretation of riding comfort allowing your car to ride less on the rubber and more on the air.

2. All-Cord Process  
A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.

3. Multiple Cable Bend  
Multiple cable bend gives maximum side-wall flexibility.

4. Streamline Tread  
The rim width of the treadless tread allows the wheel over to run on the front tread which allows greater air cushioning.

5. The Air-Flight Balance  
The newly perfected balance between the two types of tires gives the best in grip and balance.

6. Greater Road Contact  
Roads in better and more lasting non-slip qualities and assures you of safe traction at any speed.

7. Safe Distributors  
Safe Distributors.

GILMAN & CO., LTD.  
4A, Des Voeux Road C. Telephone 28011.



## POLICE ON WHEELS. New "Speed Cops" and How They Will Work

Mr. Herbert Morrison, the Minister of Transport, talked about the new force of mobile police which will come into being with the operation of the new Road Traffic Act.

The greater part of the Act came into force in mid week and arrangements are being made throughout the country to organize and equip the new police.

Normally, the mobile police will be in uniform, but this will not prejudice the right of the police to wear plain clothes when in pursuit of bandits and criminals.

"I do not believe," said Mr. Morrison, "that the abolition of the speed limit on January 1st will make any material difference to the speed of the traffic; but nevertheless it makes it more than ever the duty of the State and the local authorities to see that the police are adequately equipped for their task.

Cars and Motor-Cycles.

"It is probable that there will be round about 1,000 mobile policemen, of whom two-thirds will in all likelihood use motor-cycles and the remainder motor-cars. These vehicles, financially aided out of the Road Fund, will enable the police to deal effectively and decisively with drivers who are a positive danger to other drivers and to pedestrians.

"This kind of driver is of no use to motoring in general and every decent motorist will share my desire that in clear cases of dangerous and reckless driving there should be prosecution and that the magistrates will not hesitate to inflict really effective penalties.

"There is no question of the mobile police pursuing their duties in a merely vindictive spirit. I have never been to America, and I cannot speak with any authority as to the practices of what are known as speed cops in America."

Stern When Necessary.

"But in making the new provision I have no wish that the police should act in a vindictive or bullying spirit, nor that they should, so to speak, invite or stimulate trouble among drivers.

The job of the mobile police, at I conceive it, is to aim at getting order, considerateness, and decent conduct on the King's highway.

"There will be cases where the police must be stern and prosecute with all the vigour of the law. There are other cases where the note of warning and of encouragement will be more appropriate.

"Although there is room for criticism of British motorists, my belief is that in the main they desire to do the right thing and that they will co-operate with me and with the police in evolving a high reputation for good comradeship and good conduct in the use of the high way."

### ALL-QUIET GEARS.

While it is broadly true to say that motor cars have to-day reached a point of development where further substantial progress in design is difficult to foresee with any real assurance, like many another substantially true statement it is really only half a truth (says a writer in the Autocar).

Most cars, even the least expensive, are fitted with quiet, smooth running engines free from periodic vibration over a very wide range of crankshaft speed, and equipped with, to all intents and purposes, silent back axles. But, with a few honourable exceptions, cars do not possess gear boxes that exhibit a degree of silence in conformity with the rest of the chassis.

A few cars—a British small car was a notable pioneer—present their owners with two quiet gears, top and its next ratio, while during this year a French car, coming from the factory wherein the original sliding gear box was developed, had been offered with a box fitted with four silent gears. As soon as such a box becomes more generally available the car-buying public will undoubtedly demand this refinement as an absolute essential to pleasurable motoring when choosing a motor vehicle.

Advance information regarding new models which will make their appearance at, or just prior to, the next Olympia Show indicates that the "all-quiet" gear box is likely to form a much appreciated

(Continued on Next Column)

## 8,000 MILES.

Through Africa in a Morris Oxford.

"Perfect nonsense" was the comment of our friends when it was suggested that we, two women drivers, should journey alone to Oxford from Cape Town, and when we further suggested that the trip should be made in our 1924 Morris car, which we had bought second-hand, our project was regarded purely and simply as a joke. It was indeed quite an appreciable time before we could convince our friends that we really meant business, and that, come what might, we meant to journey from Cape Town to Cairo and across the Continent to Britain in our faithful Morris, which already had 25,000 miles to its credit.

The Start.

However, nothing daunted, we set out on April 1 on our long trek northwards. Our car, a Morris-Oxford four-seater, was an old and trusted friend and rejoiced in the name of Bohunkus, which means "a tramp," and if ever a car earned its title that one did after having covered over nine thousand miles across some of the worst country imaginable. The car, although heavily laden, ran on standard equipment, and except for a few minor adjustments such as raising the exhaust pipe and battery to give more clearance, it remained exactly as when it left the Cowley Works six years ago.

Everything on the expedition was British, as we ran on 710 x 90 Dunlop tyres, used Shell petrol and oil, and followed the All-Red Route across Africa. We staked everything on British goods, and they never let us down.

Much might be said regarding the tracks which are euphemistically called roads. Our feelings about the Great North Road grew more and more bitter as vainly we searched amid the ridge and furrow for some sign of Africa's great arterial highway.

The Karroo was our first taste of the conditions that lay before us, bad corrugation and unbridged ditches making the lot of a motorist anything but a happy one.

Tanganyika, however, was to provide us with a far more gruelling battle against mud and impossibly steep gradients.

Waiting for the Weather.

For seven weeks we were held up waiting for the dread Bahora Flats, which is low bush country surrounded by high hills, to dry. Heavy and late rains had transformed the Flats into an inland lake, and seventy miles of mud and water lay between us and the comparative dryness of the hills.

At long last they dried sufficiently to enable us to cross, although the road in places had been completely washed away. Even though the Flats may strike terror to the heart of the motorist, they have certainly proved a paradise for birds, and the whole bush is alive with them.

Birds of Paradise with the most gorgeous plumage flash hither and thither, while every variety of feathered creature, from an eagle to the tiniest of humming birds, is seen.

Felis Leo At Home.

It was while in this vicinity that we encountered lions for the first time, although later we were to make their still closer acquaintance in Kenya. To hear a lion roar behind bars is one thing, but to hear them roar in the bush within a stone's throw of your camp is quite another.

We carried arms in case of an emergency, but were always very loath to use them, because in their natural surroundings the big game are so fine that it seems an act of wanton barbarity to shoot unless obliged. A lion will very seldom

feature on many British cars for 1931. This development will prove, perhaps, the greatest advance in automobile construction since the general adoption of multi-cylinder engines, for not only will it render the use of cars more pleasant, but it will enable much of the nerve-racking noise in a modern large city to be suppressed.

Indeed, it is to be hoped that, when motor car manufacturers in the bulk adopt this long-awaited device, constructors of heavy commercial and passenger carrying vehicles, particularly motor omnibuses, will not lag behind.

When the "all-quiet" gear box is universal mankind will have cause to bless the men who brought it into being.

Announcing the Arrival of  
1931

## B. S. A. MOTOR CYCLES.

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value — forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc. — several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY,  
ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

attack unless wounded, and in our case they proved to be only curious. Like the hosts of Midian, they prowled and prowled around, growling as they went, and even coming close up to the car to discover what was inside the tent, which was run off the side. Once their curiosity was satisfied they trotted off into the bush and we were left to continue a somewhat broken night's rest. Caught in rain while still among the mountains, our troubles began in real earnest. The track, such as it was, quickly became a mud slide, and it was not long before Bohunkus became axle-deep in mud and water. The more we dug, the deeper Bohunkus sank in. The kit was off-loaded, a corduroy way was made with poles cut from the bush, and after hours of work, a band of natives shouting and singing levered Bohunkus on to it, and we were free to pursue our watery way. Bridges there were none. Streams had to be crossed at break-neck speed to avoid sticking—it was not the moment to consider springs. Our one thought was to get up the next gradient, which in the majority of cases was strewn with rocks and boulders and all but impassable.

An Admirable Climate.

Starting at five in the morning and continuing until five in the evening, some days we were only able to do fifteen miles. If thirty miles had been accomplished we felt that we were well on the way to Cairo. However, the worst of roads must end, and once in Kenya, it was comparatively easy going, over open country where buck, zebra and wildebeeste roam in vast herds. Giraffes are also to be seen browsing amongst the tree tops, and in certain districts elephants may be encountered.

In Northern Kenya the climate is admirably suitable for farming, and the country is richly cultivated. Mostly it is coffee, but stock-farming has also proved a success. Uganda, although a native protectorate, provided us with some of the best roads that we encountered throughout the trip, and we were able to do well over a hundred miles a day without the least fatigue.

Although there are very few white people, and the natives—more especially of the north—are completely raw and unsophisticated, they always proved friendly and courteous, and never once did we have the least difficulty with them.

Native Gallantry.

On one occasion we were entertained at a kraal by a chief, who was so perturbed at seeing two white women alone that he summoned five of his warriors, and posted them outside our hut all night long to keep watch and see that no harm befell us.

When we emerged from the hut in the grey light of early dawn we all but fell over a dusky warrior stretched across the entrance, so conscientiously had they carried out their chief's command regarding our safety.

## DODGE MARATHON.

News has been received from the Dodge Factory that the Dodge Eight Marathon car, which left Detroit on June 27, to be driven around the United States until literally falls to pieces, has just completed 45,498 miles in 115 days.

## WILLYS-KNIGHT.

**2nd Gear Performance of Car.**

## IMPORTANT FACTOR.

The second gear performance of a car as well as its smoothness and activity in driving in heavy city traffic is an important factor in modern motoring. This is clearly indicated in the careful engineering thought that is now being given to this phase of engine development.

Among the leading car manufacturers to first give second gear performance careful study and development is the Willys-Overland Company, which has resulted in a new high standard of performance, not only in city driving but under varying motoring conditions on the open highway.

Its latest product, the new Willys straight eight which recently made its debut to the motoring public, is no exception. This car has disclosed an ease of handling in traffic together with its remarkable smoothness and speed of 48 miles an hour in second, which is outstanding in the field of medium priced eights.

Such performance is of decided advantage in city driving where the man at the wheel may easily wend his way in and out of traffic lanes and make exceptionally fast second-gear getaways at traffic lights.

The importance of providing such an active car with the most highly developed braking system also is a fundamental of safety since a car with such flashing acceleration must at all times be under complete control of the driver. To provide this means of security and safety, the new Willys Knight, which has undergone many thousands of miles of road test, is equipped with the highly efficient four-wheel Bandix Duo Servo internal expanding two-shoe type brakes. These brakes are 12 inches in diameter, giving a total braking area of 187 square inches, and are entirely enclosed to provide protection against mud, dirt, grit and water in the lining.

## SPEED RECORDS.

**Australian's 300 M.P.H. Bid.**

When Wizard Smith, the Australian speedster, visits New Zealand in February to attempt a new land speed record on Ninety-Mile Beach, he will race under conditions entirely different from those which governed his first speed effort on this track early last year.

Smith's car, Anzac, a speedy machine when all out, was sufficient to show the possibilities of Ninety-Mile Beach as a racing motor track, and the unofficial breaking of the world's ten-mile record at a speed of more than 188.6 miles an hour inspired Smith to build his present freak car for an attack on the late Sir Henry Seagrave's standing record of 231 m.p.h.

The new car, which is fitted with a 2,000-h.p. Napier engine, taken from one of the British Schneider Trophy airplanes and lent by the British Air Ministry, will have practically double the power of the Golden Arrow. Her driver hopes for a speed of nearly 300 m.p.h.

## Bullet-Shaped Car.

Anzac, too, was a freak car. This machine, which was bullet-shaped, except for the fin-like tail for direction and stability, had an over-all length of twenty feet, and a few inches only of clearance from the ground. Mounted on a Cadillac chassis was an Eagle 8 Rolls-Royce twelve-cylinder aero engine, developing 350 h.p.

It was not a new engine. Smith picked it up for \$40 at a sale of second-hand aircraft equipment.

It was fitted with four magneto, four carburetors, twenty-four spark plugs, and three forward gears.

Anzac had been pushed in its trials to 100 m.p.h. in second gear on Gerrigong Beach, Australia. Later it was made to register 121 m.p.h. on a straight piece of road not far away from Sydney.

On Ninety-Mile Beach Smith's hopes of touching 170 m.p.h. were fulfilled. He considers Ninety-Mile Beach the finest speedway in the world. "Nowhere," he said after his ten-mile record run, "is there a track, natural or artificial, that will compare with it. I believe it will carry a car going at 300 m.p.h."

## AUSTINS ABROAD.

The Italian Military authorities have ordered an Austin seven military type touring car for experimental purposes. It will be remembered that over 100 of these vehicles were put into commission by the British War Office a year ago.

## BRUSSELS SHOW.

**Little Really New to Be Seen.**

After Paris, London and Glasgow, Brussels opened its annual international show in the handsome Palais du Cinquantenaire, at Brussels, the opening ceremony being performed by the popular Burgomaster, M. Adolphe Max, writes W. F. Bradley, Continental correspondent of The Autocar.

This is a truly international exhibition, with 334 firms from France, America, Britain, Germany, Austria, Italy and Belgium showing passenger cars, lorries, motor cycles and their numerous accessories and equipment. No country suffered so severely during the War as did Belgium, and none met with so many difficulties during the post-War period, the result being shown in the diminished number of Belgian car manufacturing firms.

At the present time there are only three important makers producing passenger cars—Minerva, F.N. and Imperia; three others, A.D.K., Astra and Sizaire, are manufacturing on a very small scale. Several which were well known on the English market before the War have disappeared altogether or have been switched over to lorries or other manufacturing interests.

The British makes at this exhibition are Austin, Morris (showing both the passenger car and commercial sections), Hillman, Humber, and Rolls-Royce. No great amount of new material could be expected, for manufacturers had every interest in displaying their new types at the earlier shows. Many of the specially prepared show models, indeed, were offered to the public gaze in the Grand Palais in Paris and at Olympia before coming to the big national hall on one of the heights of Brussels.

The only exception appears to be a new straight eight medium-priced car presented by the F.N. Company.

Quite orthodox in its design, the new F.N. is a smart, pleasing-looking car, which naturally attracts an immense amount of attention at the show.

The engine, a side-valve model of 72 x 100 m.m. bore and stroke (3,250 c.c.), with cylinders and crank case in one casting, down-draught carburetor, battery ignition, full-pressure lubrication and oil radiator, is attached to the frame at four points on rubber blocks.

The four-speed gear box is a unit with the engine and has the change-speed lever and the hand brake external on a drum just behind the gear box. An open propeller-shaft is used, and the springs are half-elliptics front and rear, and either wood or wire wheels are fitted.

The wheelbase is 9 ft. 11 in., and the track 58 in. The four-cylinder over-head-valve F.N. is being continued without change.

Minerva, the biggest of the Belgian makers, is producing two eight and three six-cylinder models.

The latest eight—the 4,000 c.c. model—is now produced with a short chassis. All models are of the same general design, with sleeve-valve engines, and a wealth of refinement which places them in the highest class of European productions.

Imperia does not show any change, if we except its entry into the motor boat field. Although there is no motor boat class in the show, the firm have a 14 ft. runabout, with six-cylinder Imperia engine, complete with its trailer for hauling behind a private car. Astra has on view front-wheel drive, independently sprung-wheel passenger car bearing a very close resemblance to the French Tracta. The Sizaire, after failing to hold its position on the French market, has become a Belgian make. It appears that the riding comfort secured by the four independently sprung wheels was much appreciated in Belgium, with the result that arrangements were made to continue the assembly of the car in that country when the Paris works were closed.

Although the "custom" body builder is not finding life a bed of roses, now that standard bodies are turned out such a high degree of perfection, there is always much that is original and interesting in Belgium. The fabric body appears to be under a cloud, although not so completely taboo as in France. Further, the open car is still appreciated, although the tendency is for it to become a high-class model maintained by people who can afford to run two cars. There are also more sunshine saloons here than in other parts of the Continent. On the Colson stand is to be noted a sliding roof in two parts, the forward half sliding over the rear half, and as there is no connection between the front-door posts and the roof, the front seats can be entered without having to "double under." Rigidity is secured by tube uniting the top centre portion of the windscreen frame with the fixed portion of the roof.

Really A One-Man Hood.

L and A. Dens show a very attractive two-door convertible cabriolet on a Minerva chassis. Another

outstanding exhibit in this class is a convertible cabriolet by Alexis Kellner which, judging from the way it works in the hall, really appears to have a one-man hood. After the two screws have been undone on the top of the windscreen supports, the hood is pulled down from the rear by a strap running over the top and can be shut down snug with little effort.

Another Van den Plas et Fils strike an original note with a two-seater and dickey sports body, in black and red, on a Delage chassis, in which everything is treated as a triangle. The mudguards are swept down on each side to a very short running board, the space behind the wheels, under the mudguard, being filled in with a triangular-shaped tool or battery box, outlined with a triangular door. The car door forms a triangle, the outline of which is accentuated by a black triangular moulding on the deep red ground. Even the red seat cushions have a black triangle worked on them. Perhaps the design will not please everybody, but the car is one which undoubtedly will attract attention at places like Ostend and Monte Carlo.

Less outré is a four-passenger open touring model, on the same stand, with the mudguards and the running boards treated elegantly and practically for carrying the greatest amount of spares, tools and luggage.

Passing to quite another class of body, a word of commendation must be given the caravan trailer produced by Matthey. This is a two-wheeler built up entirely of plywood covered with fabric leather, having two doors on the right-hand side. Right across each end there is a comfortable settee, the back of which hinges up to form an upper sleeping berth, thus giving excellent sleeping accommodation for four persons. Over each wheel there is a family dresser with drawers—all in plywood. Its weight is stated to be 10 cwt.

In the accessory section attempts have been made to produce something more satisfactory than the ordinary jack, which may be quite good considered merely as a jack, but becomes very unsatisfactory when it has to be slipped under some invisible part of the rear axle. Undoubtedly the best effort in this direction is the Gauthier jack, which is being produced in conjunction with Dewandre, of servobrake fame. This consists of four independent hydraulic jacks, permanently attached to the chassis frame, and not to the axle, and thus having the advantage of adding nothing to the unsprung weight. It will immediately be objected that such a jack will take the load off the springs and leave the wheels on the ground; but this has been obviated by a short horizontal cylinder, projecting from the main vertical cylinder, from which a bolt shoots out and passes under the spring.

The four jack cylinders are mounted under the running board, or other convenient part of the car, with their heads flush with the outer edge of the board. A cover cap is removed and the end of a brace, having an external thread cut on it, is screwed into the head of the cylinder and, through a ball contact, drives the piston down the cylinder barrel. Oil is thus driven into the telescopic jack, causing it to descend and, by means of a bypass, causing the bolt to pass under the car spring.

## CLEANING THE SILENCER.

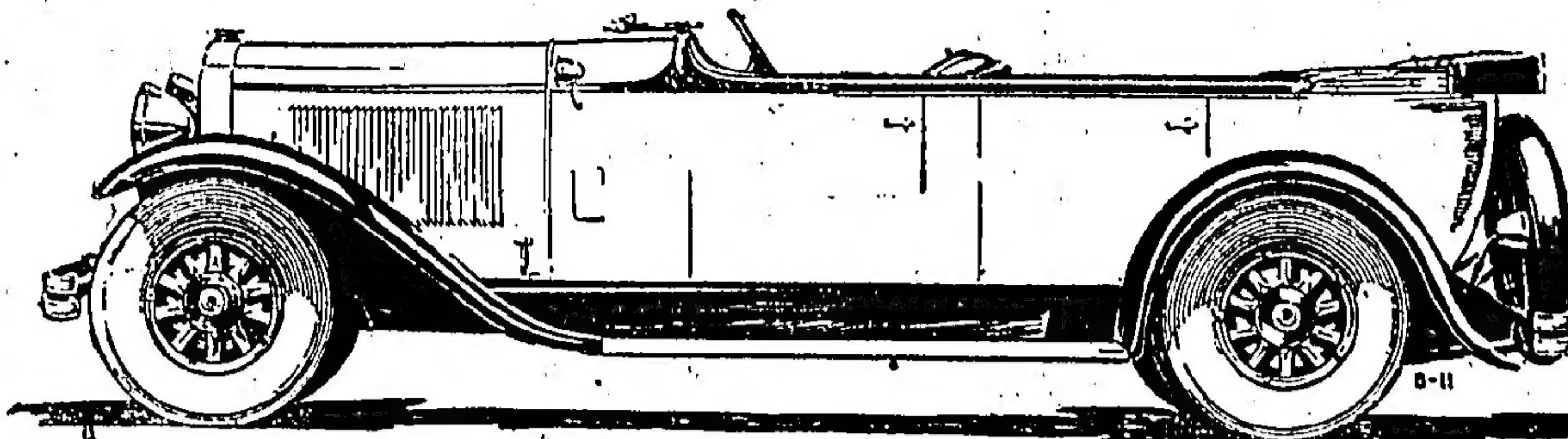
Out of sight, out of mind, usually is the fate of the silencer and exhaust system of the car, but actually the silencer fully requires occasional attention, and often is a main cause of lost power and heavy fuel consumption. Efficient engine performance obviously depends on the quick and free expulsion of exhaust gases, and if this condition is not obtainable, due to a blocked pipe, the performance must be poor. Few motorists, although faithful in their attention to the cleaning of plugs and oil filters, and other routine engine adjustments, ever give thought to the possibility of a choked exhaust system. When 20,000 or 30,000 miles have been covered, the huge volume of exhaust fumes and smoke expelled in that distance will have left behind a large amount of soot and carbon deposit. The best method of removing this deposit is by dismantling the exhaust system and cleaning with a suitable wire brush. Where the length of pipe prevents the use of the brush, gentle tapping with a wooden mallet on the outside of the silencer pipe will dislodge the carbon.

The exhaust manifold should not be overlooked during the cleaning operations.

## NEGLECTED TIRES.

Examination of motor car wheels in any extensive parking area reveals that fully 80 per cent of owner-drivers do not give proper attention to their tires. No doubt many tires are condemned

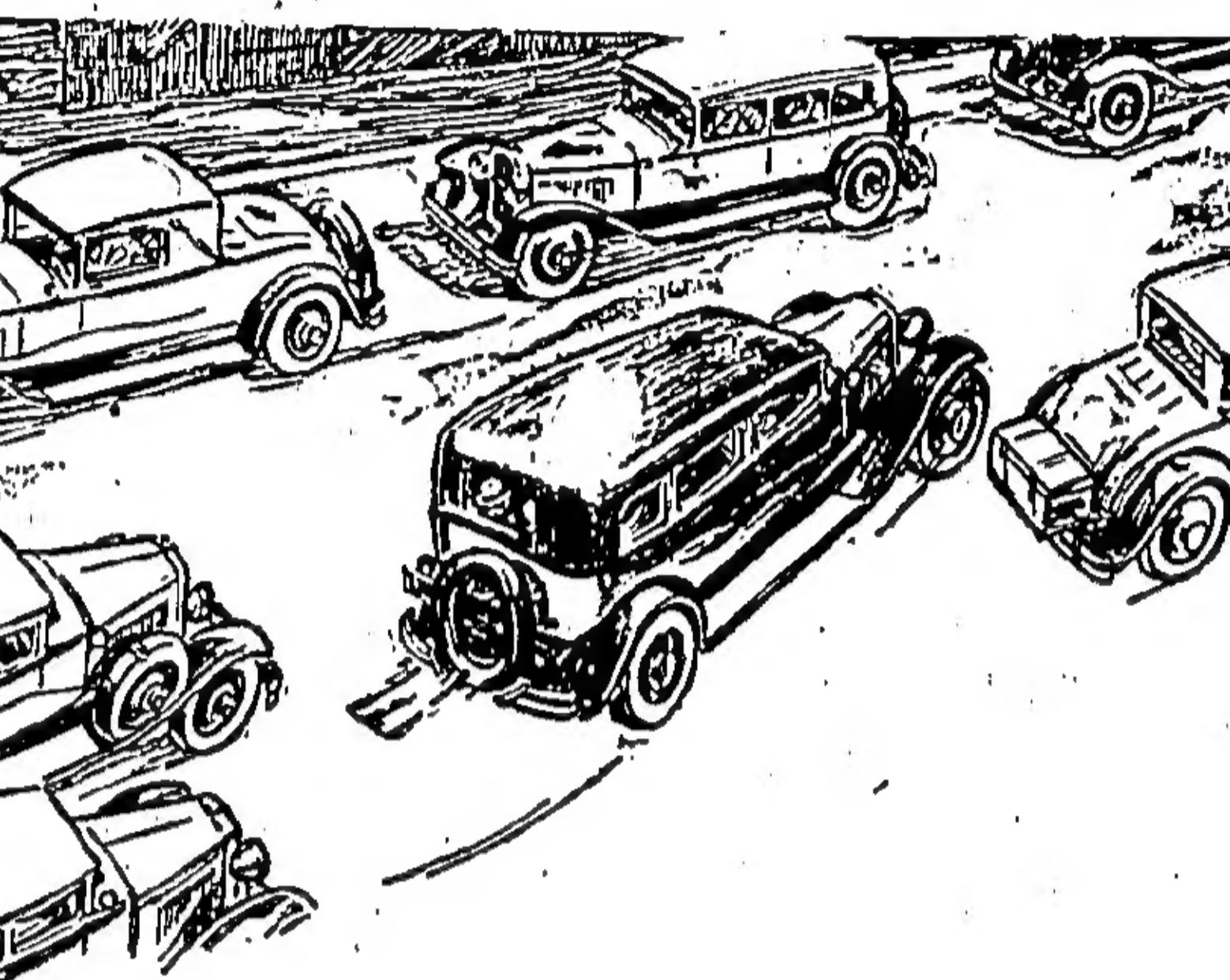
because their life is short, when, in reality, the fault lies with the owners of the cars. Incorrect inflation of tires is probably the most common of the offences of motor car owners. In addition to the harmful effect of this on the tires, the operating efficiency of the car is reduced. Under-inflation produces additional load on the engine and running gear, and if not correct causes sluggish engine performance, high petrol consumption, loss of power and hill-climbing ability, and abnormal wear on all moving parts.



After a ride in the new Buick Eight—  
you'll understand why so many thousands of owners  
have bought Buicks with utmost confidence for twenty-five years!

In addition to Buick's stylish appearance and the luxurious comfort—the new Buicks develop better than 80 miles an hour—faster acceleration—and that economy in fuel, oil and maintenance which has always been characteristic of Buick.

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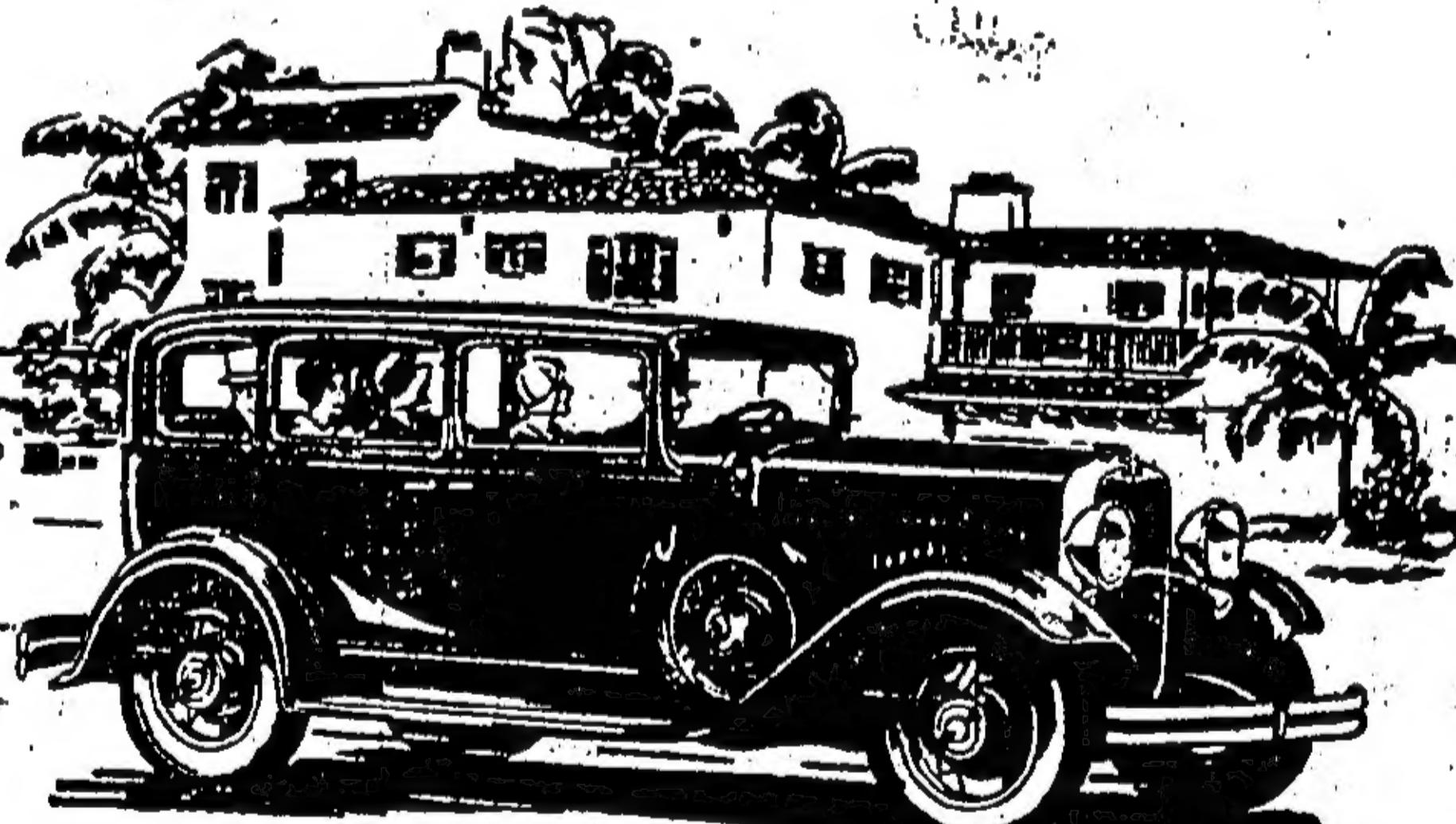
## THE KING'S CARS.

Motorists who see the King and Queen driving to engagements often ask why the King should use "old-fashioned" looking cars, for their high, heavy looking bodies, wide wings and running boards are in striking contrast to the long low lines of the modern sports saloon cars used by the Prince of Wales and his brothers. The answer to their question is simple—the Royal cars refuse to wear out. Six years ago the King and Queen decided to replace their cars with new models, but, even when the new cars were delivered, they had a slightly more sedate appearance than other cars of the same year. The King and Queen had been so pleased with the dignified appearance of their former cars that they ordered the new models to be equipped with exactly similar bodies, and the cars bought then are still in use to-day. So excellent were the materials and workmanship—all the Royal cars are, of course, entirely British made, that the cars to-day are every whit as comfortable and reliable as when they left the works.

Royal cars, it may be thought, lead much easier lives than the runabouts of ordinary folk, but this is far from being the case. They are in use every day, and, although they receive the utmost attention in the Royal news, when they are out "on duty" the cars frequently are handled roughly. Notoriety seekers for example, scratch names and initials on the bodywork and damage paint and varnish. Then, too, there are at frequent intervals high speed "empty" journeys to be made to Sandringham, or Balmoral, to meet the Royal train, when the cars must be there on time, as punctually and reliably as the express itself. Probably the Royal car mileage is as big annually as any in the country, and the cars must never fail. Only outwardly are the King's cars old-fashioned. Under the bonnets are the most modern of 12-cylinder engines, and in one at least the new British floating clutch device is shortly to be tested.

Owners of the Dodge Eight-in-Line find it a truly economical motor car. It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption. The safe, silent Mono-Piece Steel

**A DEPENDABLE EIGHT**  
**luxurious and economical**



Bodies are squeakproof, rat-tight, proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments . . . . In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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"PHILOCTETES" 3rd Feb. For Marseilles Casablanca, London, Rotterdam and Hamburg  
"PATROCLUS" 16th Feb. For Miles, London, Rotterdam & Glasgow

#### LIVERPOOL SERVICE.

"LAOMEDON" 31st Jan. 4 p.m. For Havre, Liverpool and Glasgow  
"PELEUS" 20th Feb. For Genoa, Havre, Liverpool and Glasgow

#### PACIFIC SERVICE.

(via KOBE & YOKOHAMA)  
"TYNDAREUS" 31st Jan. For Victoria, Vancouver & Seattle  
"PROTEUS" 21st Feb. For Victoria, Vancouver & Seattle

#### NEW YORK SERVICE.

"HELENUS" 4th Feb. For New York, Boston & Baltimore via Davao, Cebu, Iloilo, Manila & Singapore

#### INWARD SERVICE.

"EURYLOCHUS" Due 30th Jan. For S'hal, Kobe and Y'hama  
"ANTENOR" Due 6th Feb. For S'hal and Dairen

#### PASSENGER SERVICE.

"ANTENOR" Sails 7th Feb. For Shanghai and Dairen  
"PATROCLUS" Sails 18th Feb. For S'pore, Miles and London  
Also cargo steamers with limited passenger accommodation at specially reduced fares.

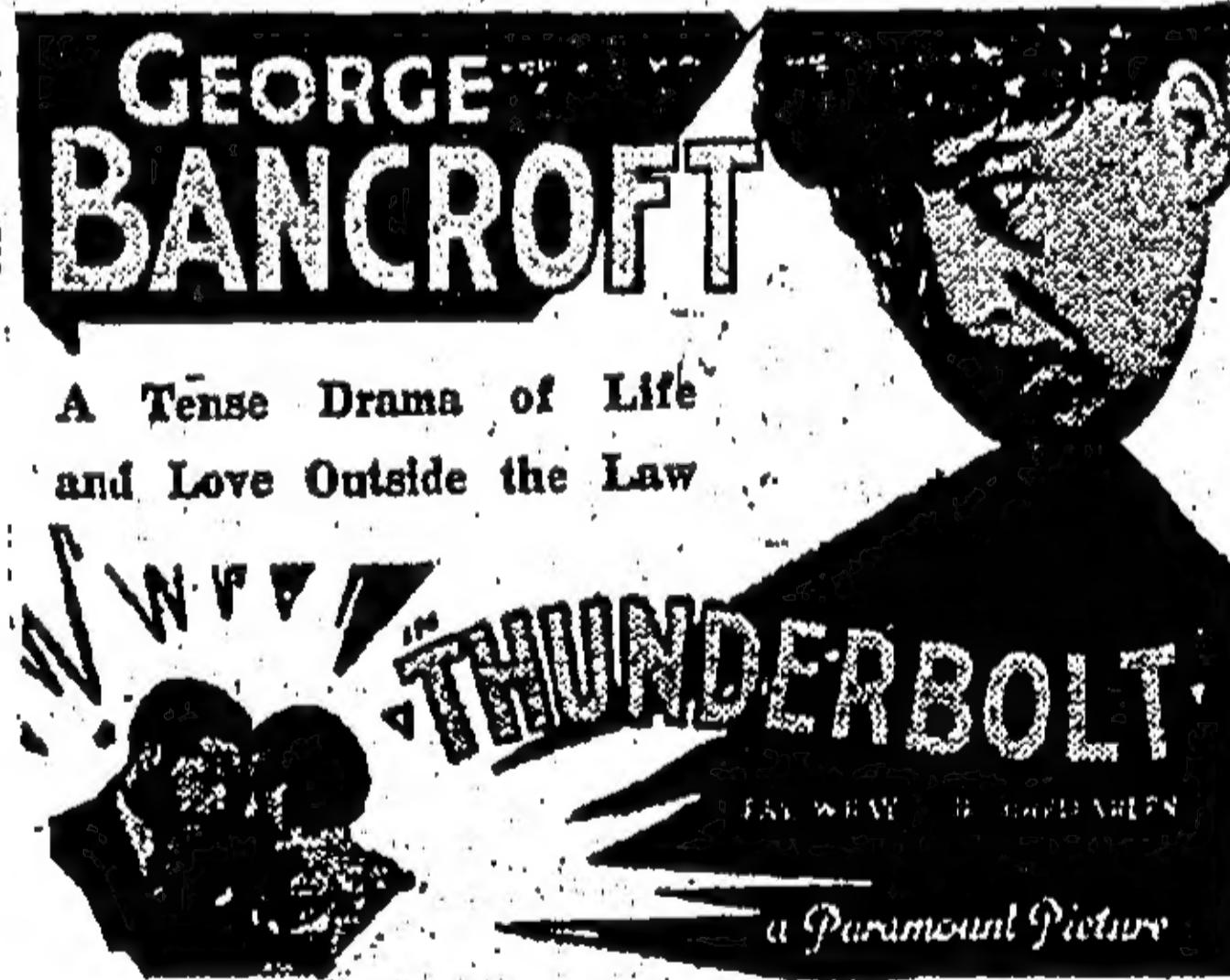
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Daily at 2.30, 5.10, 7.15 & 9.20 p.m.



NEXT CHANGE

BENE DANIELS

SINGS AGAIN!

The golden-voiced songstress of "RIO RITA" surpasses even that sensational achievement as she sings the 111 new love songs

IN

**"LOVE COMES ALONG"**

A Radio Picture

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business Manager, at 26 Wyndham Street, Hong Kong.

# The China Mail

Thursday, January 29, 1931.  
Twelfth Moon, 11th Day.

ESTABLISHED  
1845

大英元月廿九號  
中華民國庚午年拾二月十一

HONG KONG, THURSDAY, JANUARY 29, 1931.

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Universally recommended for  
Influenza  
NASAL CATARRH  
COLD IN THE HEAD  
Instant Relief  
Never be without it  
THE PHARMACY  
Asiatic Building. Tel. 20345.

#### SENATE'S QUARREL WITH RED CROSS.

Furious at Refusal of  
Relief Fund.

#### OBJECTION TO PRINCIPLE

Washington, Yesterday. A tragic-comic battle is in progress between the Senate on the one hand and the American Red Cross and President Hoover on the other on the question of who shall relieve the 500,000 sufferers from drought in the agricultural States.

Mr. J. E. Payne, head of the Red Cross, has announced that he will refuse the proposed relief fund of \$25,000,000 passed by the Senate. Both the Red Cross and Mr. Hoover maintain that the \$10,000,000 voluntary fund now being raised will be sufficient for relief purposes, and they object to the principle of Government appropriations for charitable purposes.

The Senators are furious at the rebuff and threaten to appoint their own relief agencies and administer the appropriation if the House of Representatives passes it.—Reuter's American Service.

#### PRINCESS ILL.

#### KING'S AUNT MAINTAINS HER STRENGTH.

London, Yesterday. A bulletin issued to-day states that H.R.H. Princess Beatrice maintained her strength throughout the day.—Reuter.

[Princess Beatrice, who is the Aunt of H.M. King George, slipped in Kensington Palace on Monday and fractured her right forearm. Later she contracted acute bronchitis.]

#### Earlier News.

Rugby, Yesterday. Princess Beatrice is expected to arrive in London to-morrow. The Princess was reported this morning to have had a comfortable night, but her general condition is dangerous.—British Wireless Service.

#### PRINCES' TOUR.

#### ROYAL BROTHERS NOW IN BERMUDA.

Bermuda, Yesterday. The Prince of Wales and Prince George have arrived here on their way to Buenos Aires, where they will open the British Industries Exhibition.—Reuter.

#### INFRINGEMENT OF COPYRIGHT.

Indian Editor Found  
Guilty in Lahore.

#### FIRST CASE IN PUNJAB.

Lahore, Yesterday. The question of copyright in news was raised in an action by the Associated Press of India against the Daily Siyaset, Lahore, for copying Associated Press news from the Tribune, Lahore, thus infringing the copyright existing in this particular news.

The Magistrate decided that Mr. Inayatshah, the Editor, printer, and publisher of the Siyaset was guilty, and sentenced him to a fine of one rupee.

This is the first case of its kind in the Punjab and only the second in India. In a previous case Reuter's successfully sued the Decan Herald, Poona, for a similar offence.—Reuter.

#### ALLEGED LARCENY.

#### CHARGES AGAINST GANG SUSPECTS.

#### ALL OWNERS NOT TRACED.

Several Chinese suspected of being members of a gang responsible for a series of burglaries in Kowloon were produced before Mr. H. R. Butters this morning, when a number of charges were preferred against them in various groups and individually.

Tsang Hin-wan, Shi Hon, and Wong Iu-wa, were charged with larceny, on January 12, of three pieces of clothing, three hair pins, a string of beads and a pair of silver nut crackers, worth together \$68.75, the property of Miss Ruth Wong, a teacher of 20, Pak Tai Street.

Tsang and Shi were alternately charged with receiving the above property knowing that it had been stolen.

#### Other Charges.

All three were further charged with two others, Chan Fook and Man Ping-cheung, with larceny on January 11 of a teakwood box, two clocks, \$15 in money, and 13 pieces of clothing, total value \$34.20, the property of a stone breaker named Chan Fook (namesake of fourth accused), who lives on the ground floor of 55, Ha Heung Road.

An alternative charge of receiving the above stolen property was preferred against the accused with the exception of Wong Iu-wa.

Individual charges were preferred against two of the accused as under:

Tsang Hin-wan, receiving stolen property—a blanket and silk scarf; and Shi Hon, receiving an imitation leather box and a mosquito net, knowing that they had been stolen.

Apparently the owners of the property mentioned in these two charges have not been traced because no names of complainants or addresses of the burgled houses were given.

All the accused denied the various charges preferred against them, and his Worship fixed the hearing of the case for February 5.

#### SHIPS AND ILLICIT DRUG TRAFFIC.

No Japanese Vessels  
Used in 1930.

#### CHINA'S APPRECIATION.

Geneva, Yesterday. At a meeting of the Opium Committee... Sir Malcolm Delvingne pointed out the necessity of further control in order to prevent the chartering of ships for illicit traffic.

Mr. Sato declared that the Japanese Government had introduced special regulations for the control of vessels transporting opium.

Dr. Woo Kai-seng (China) expressed appreciation of the measures of the Japanese Government in that connection.

Sir Malcolm Delvingne noted that presumably as a result of the new Japanese regulations no Japanese vessel in 1930 had been employed for the transport of opium from Persia to the Far East.—Reuter.

#### POWERS & BRITAIN.

#### NO REPLY FROM SINGAPORE TO TREATY.

London, Yesterday. In the House of Commons today the Rt. Hon. G. Lambert asked what were the views of the signatories of the Washington Treaty of 1922 about the "Preferential treatment to be accorded to Great Britain in the purchase of railway and other material."

Mr. Henderson replied that the text of settlement was sent to the signatories in November, but no communication had been received from them.

#### Boxer Indemnity.

The Rt. Hon. G. Lambert's question in the House of Commons referred to the Boxer Indemnity.—Reuter.

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AT THE  
QUEEN'S

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SATURDAY

AT 2.30, 5.10, 7.15 & 9.20.

Nothing but thrills when Milton Sills and Kenneth MacKenna battle over Dorothy Mackinnon in this swift story of a night club gangster due to go for a "ride."

What A Woman!  
She followed her own impulses and brought the man she loved to the stern shadow of fate!



A FOX MOVIEONE  
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DOROTHY MACKAILL  
MILTON SILLS  
KENNETH MACKENNA  
SHARON LYNN

Story by Ben Ames Williams  
Directed by Berthold Viertel

AN ALL TALKING PRODUCTION.

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thing in the  
World Except  
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Garbo the  
gorgeous, Garbo  
the magnificent  
now brings to you  
a unforgettable  
romance of love  
and heartbreak—  
greater even than "Anna Christie."



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Successor to "Anna Christie"  
CLARENCE BROWNE  
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in  
The Little Adventures  
A Radio Picture  
Produced by William W. Miller  
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TO-DAY — SATURDAY

BILLIE DOVE  
IN  
Her Private  
Life

AT THE STAR

TO-DAY TO SATURDAY  
AT 2.30, 5.10, 7.15 & 9.20.

#### MAJESTIC THEATRE



BENE DANIELS  
SINGS AGAIN!  
The golden-voiced songstress of "RIO RITA" surpasses even that sensational achievement as she sings the 111 new love songs  
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